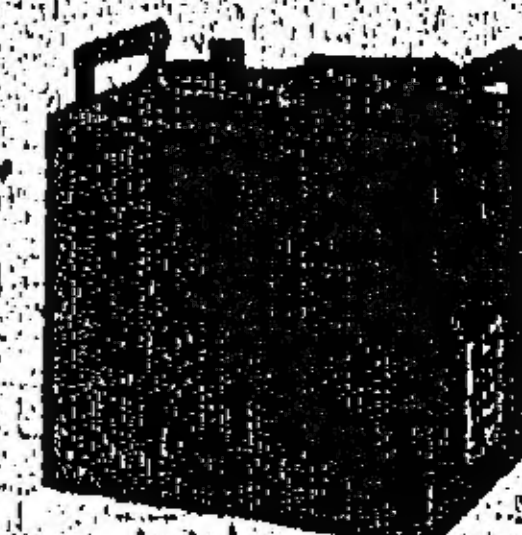




The Hongkong Telegraph

FOUNDED 1861 六拜禮 號六十月十英港香 SATURDAY, OCTOBER 16, 1926. 日十初月九



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HOPEFUL VIEW.

MERCHANT ON CANTON SITUATION.

FIVE DAYS' RESULT.

Some interesting and optimistic views on the termination of the boycott have been expressed by a Chinese visitor from Canton who is a prominent merchant and also a member of the literati class. Giving his opinions on the situation, he said: "Five days have now elapsed since the lifting of the ban on communication between Canton and Hongkong. In this short space of time, the former intercourse with Shamen has been renewed, the examination sheds have been demolished, steamers and other craft are plying without let or hindrance, pickets stationed along a coast of over 600 miles have ceased their activities, having either already returned to Canton or are on the way back, in short, every vestige of the past embargo is wiped out. Whereas not long ago all persons coming from Hongkong were looked upon as enemies or undesirable, they are now welcomed with open arms. All these incidents have demonstrated the easy adaptability of the Cantonese.

"In the light of Western civilization these developments may be taken as signs of weakness, but according to the moral teachings of our great philosopher, Confucius, and according to our own conception of civilization, it is right on our part to put an end to the embargo. There is a common saying with the Chinese, 'the knot which tied the alarm bell, should be untied by the one who made it,' in order to show the genuineness and sincerity of his intention and to secure the restitution of former relationships on an enduring basis. Now that Canton has made the gesture, is it not equally right for the merchants of Hongkong to give some manifestation of their goodwill?"

When asked for his further opinions the gentleman said: "The Hongkong merchants should have closer relationships with the Four Merchants' Union and more frequent meetings. It would not be a bad idea, therefore, if a thoroughly representative deputation of Hongkong merchants were to confer on the present situation so as to bring about the restoration of trade in the quickest possible time to the mutual benefit of all concerned."

SHIPPING ACTIVITY.

With regard to the optimism which prevails after the lifting of the blockade, it is reassuring to note that the usual lay-up of the Fatshan and Lungshan will not occur this week-end, and that the services will be continued tomorrow.

We learn that West River traffic is about to resume, and it is probable that the On Lee, engaged on this route, will resume tomorrow.

The Tung On, which has been in dock, came alongside the wharf this morning, and she will leave on the Canton run at eight o'clock tomorrow morning.

KONGMOON STRIKE.

From Kongmoon a report is received which states that the city is being threatened with a firewood famine, on account of the workers on cargo boats having gone on strike for increased hire. At present the hope of a settlement is not very bright owing to the firm attitude of the two parties concerned.

This strike, following immediately on the withdrawal of the strike pickets, is much regretted by the people, as the hire of cargo boats went up during the strike and boycott, and to comply with this latest demand would affect general trade very seriously as Kongmoon is an important distributing centre to the Sze Yap regions.

MINERS IN FIGHTING MOOD.

FORMATION OF "COUNCIL OF WAR."

PROPAGANDA WORK.

London, Oct. 15.

The decision to form the miners' Executive Committee into a "Council of War" was taken at a meeting of the Miners' Executive which resolved to revert to the demand for pre-stoppage conditions and to arrange a meeting with the Federation of Enginemen, Boilermakers and Mechanics and endeavour to withdraw the safety men. Similarly, it was decided to meet the Trade Union General Council and press for a levy and an embargo, and, finally, to conduct an intensive campaign of propaganda in the mining areas.—*Reuter*.

EXECUTIVE'S DECISIONS.

Rugby, Oct. 15.

The Miners' Executive, in resuming its meeting to-day, considered further action in view of the vote of the District, favouring the withdrawal of the safety men, an embargo on foreign coal, a levy on other Trades Unions and the stoppage of work on the outcrops.

According to an official statement, it was decided to discuss the withdrawal of the safety men with the Secretary of that Union, to ask for a special meeting of the General Council of the Trade Union Congress in order to place before it a request for a levy and an embargo, and to send out a request to the miners to remain loyal to the Federation, and to cease producing coal from the outcrops. It was further arranged that the members of the Executive and the miners' Members of Parliament should proceed to the different areas to carry on propaganda with a view to bringing out the men who have returned to work. The Executive will form itself into a "Central Council of War." It will hold its next meeting on Tuesday at the miners' offices at Bassford, in Nottinghamshire, and will remain in the Midlands for the time being.

"PLANS OF DESPAIR."

These decisions of the Miners' Executive are generally regarded as plans of despair. It has been made abundantly clear at any rate that an embargo on coal imports is impracticable and that the other Unions could not if they would help the miners with a levy. There is also little prospect of the men who have resumed work being induced to come out again by the leaders of forlorn hopes.

The increase in the number of men resuming work goes steadily on. Over 6,280 more were at work to-day, bringing the total to 236,892.—*British Wireless*.

TO-DAY'S WEDDING.

RECEPTION AT GOVERNMENT HOUSE.

A wedding of much local interest is taking place in St. John's Cathedral at 3 p.m. to-day, when Miss Dorothy Muriel Holyoak, younger daughter of the late Hon. Mr. P. H. Holyoak and Mrs. Holyoak, will be married to Captain Charles Douglas Armstrong, M. C., of the 1st. Battn. East Surrey Regiment, and only son of Mr. C. F. Armstrong and the late Mrs. Armstrong, of Mandi, Egypt.

The bride is to be given away by His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.), and she will have as her bridesmaids Miss Joyce Holyoak, Miss Dione Clementi and Miss Cecily Clementi. Lieut. C. T. Yeo, of the East Surreys, will be the "best man," whilst the ceremony will be conducted by the Rev. C. F. Stopford, assisted by the Rev. V. H. Copley Moyle. Mr. F. Mason will be at the organ.

After the wedding, the reception will take place at Government House.

CHUNGKING RIOTS.

MOBS LOOT BRITISH PROPERTY.

GREAT DAMAGE DONE.

A detailed estimate of the damage done to British property at Chungking when riotous mobs, in the frenzy of anti-British agitation, looted the residences and offices of the British community, forcing the evacuation of the community, has been prepared by Mr. W. A. Lewis, Chairman of the British Chamber of Commerce, and communicated to the American Consul who has been in charge of British interests during the absence of the British Consul.

HOUSES DESTROYED.

According to the statement of Mr. Lewis, three of the houses destroyed will have to be rebuilt at a cost of £15,000, and that in spite of vigorous protests to the Defence Commissioner, General Wang Feng-chow, nothing had been done up to September 27, at least, to control the militia who played a great part in the looting.

In this statement Mr. Lewis states: Captain Schaffer and I visited the various bungalows on the first and second Ranges and found them in a disgraceful condition, pure and simple vandalism. Following are particulars.

Brunner Mond and Co.'s bungalow completely looted, even deco taken, building not so very badly damaged, window panes etc., broken.

Butterfield and Swire's bungalow completely looted, large pieces of furniture which could not be taken away broken, building not damaged.

McCartney's bungalow, occupied by Barentzen. Completely looted, what furniture not taken away has been smashed, deco not taken. Not much damage to building, except window panes broken, and all mosquito netting taken away. Panels of doors broken.

Friedrich School. Very slight damage. Window broken. Slightly looted.

Moynihan's bungalow. Completely looted. Only thing left in house is the back of the piano. All doors, and window frames, as well as railings to stairs etc., taken away, building also damaged.

"WALLS KNOCKED DOWN."

U. S. Enlisted men's bungalow. Just commencing to break up, probably finished by now.

Barry's bungalow occupied by Eastes. All floor boards, window and door frames removed. Some of the wall knocked down. (I had all Easter's furniture and clothes removed before looting started.)

Barry's A. P. C. bungalows (2). All floor boards, window and door frames removed, also stairs. Walls knocked down and hole made in roof.

Mackenzie and Co.'s bungalows (2). Same as above.

British Navy bungalow men's. Same as above.

British Navy bungalow, Officers'. Same as above, also part of roof knocked down.

J. M. and Co.'s bungalow, Upper. Only outer walls and roof remain.

J. M. and Co.'s bungalow, Lower. Practically the same as upper bungalow except that floor boards in two of the upstairs rooms have been left.

W. F. M. S. bungalow. Very badly damaged, but not so bad as the others.

Friends Mission bungalow. Same as above.

Pei Feng Pu Girls School and bungalow. Did not visit these; but from reports received before the 18th these places were looted on or about the 16th.

FARMERS FINISHED LOOTING.

Customs No. 1 bungalow. Windows, door frames, floor boards and pillars removed.

(Continued on Page 8).

CHINESE SEAMEN'S UNION.

MARSHAL SUN CLOSES SHANGHAI OFFICE.

ARREST OF OFFICIALS.

Following his policy of closing up all student or labour centres of Kuomintang sympathy and support in Shanghai, Marshal Sun Chuan-fang, controller of the five south-eastern provinces, closed another Shanghai union last Saturday.

Acting on his instructions, a party of Chinese police raided the offices of the Chinese Seamen's Union in Chapel and arrested 10

LATEST WAR NEWS.

Heavy Fighting Reported.

Hankow, Oct. 15.

The local situation is unchanged.

Heavy fighting is reported in the vicinity of Wusung, though firing on ships has ceased for the moment.—*Naval Wireless*.

Chungking, Oct. 1.

The situation continues to improve slowly.

The Rear Admiral, Yang-tze, in H.M.S. Bee, arrived at Hankow to-day.

The Southerners are reported to have captured Nanchang, but this is unconfirmed.

The inspection of shipping entering Hankow from down river has ceased, but above Hankow it is temporarily continued.—*Naval Wireless*.

Officials who were in the building. The officials were removed from the building and it was officially sealed.

Following this action, other officials of the union held a protest meeting on Sunday and decided to enter a protest with the Chinese authorities and ask other labour unions to help them in reopening the offices.

The Chinese Seamen's Union is one of the largest and best organized labour unions in China and commands considerable power. It is one of several institutions closed by Marshal Sun who has determined to allow no further Kuomintang agitation to flourish in his rear.

Other offices closed by Marshal Sun in recent days are the Left Wing of the Kuomintang in the French Concession, the National Chinese Students' Union, the Shanghai Students' Union and the Kuo Ming news agency. A large number of people were arrested in connection with these closures and are still being detained at the Chinese police headquarters.

DIRIGIBLE'S FLIGHT.

GOOD TIME RECORDED.

Detroit, Oct. 15.

The airship Los Angeles covered the distance from Lake Huron in sixteen hours, twenty-three minutes.—*Reuter's American Service*.

ABD-EL-KRIM'S EXILE.

ARRIVAL AT REUNION.

Paris, Oct. 15.

Abd-el-Krim has arrived at Reunion, to which he has been exiled.—*Reuter's American Service*.

It is notified that the following churches have been added to the List of Places licensed for the solemnization of marriages: Hop Yut Tong situated in Bonham Road; Tang Loh Chai Tong situated at 21A Yee Wo Street.

OVERCROWDING

HEMMED IN TOWN OF SINGAPORE.

CEMETERIES AND SWAMPS.

Though necessarily to a large extent formal and technical, the report of the President of the Singapore Municipality for 1925, which is just to hand, contains many items of interest, says the *Straits Times*. On the matter of the Improvement Trust Bill, for example, Mr. Farrer states that the effect of the modifications should be to make for elasticity and to free land outside the immediate scope of the Trust's operation for development. He adds: "It may be stated definitely that no solution of the overcrowding problem is possible without prior development of new building land. The geographical features of the town, hemmed in as it is by burial grounds, land reserved for the use of public bodies and swamps, are such that reclamation and road building are a sine qua non of any move forward." The Municipality can certainly be given credit for taking active steps to provide the sine qua non.

RECLAMATION WORK.

Reclamation and road building are proceeding actively, particularly in the neighbourhood of Grove Road, which should in the course of a year or two provide scope for the relief of overcrowding which exists in adjacent districts. That there is a terrible necessity to relieve overcrowding is freely admitted, "it exists to an appalling degree, and although those who suffer from it may to a large extent be ignorant of their own misfortune and accept conditions as being the best they are likely to experience in this hard world, the policy of an enlightened city should be to see that such conditions do not exist. It is no excuse to say that overcrowding here is no worse than in Canton, or even for that matter, in some cities of Europe. The ideal is to provide decent living conditions for all classes of the population, and to keep that ideal in view should be the aim of a benevolent Municipality. The past records of Singapore are not impressive, and it is certainly true that the present Commissioners have been left a legacy of a town permitted to grow up as it would.

"HEMMED IN."

"Hemmed in by burial grounds" is an apt phrase in which to describe Singapore's parlous condition. The places which the city fathers of various periods have thought fit and proper for the burial of the dead give an indication of how ideas of the growth of the town have had to be revised. In the very old days—as history goes in these parts, though it is only ninety years ago—Fort Canning Road was thought a suitable spot for a cemetery. Thirty years later Bukit Timah Road appeared to be the uttermost edge of things. Thus also we have a Jewish cemetery in Orchard Road, while the select residential district of Tanglin is occupied as much by the commodious graves of rich Chinese as by the residences of the well-to-do living.

Very short-sighted now seem those good folk who guided the destinies of Singapore in the early days, but it is extremely likely that we shall see the same to our successors of fifty years hence. One does not anticipate with any pleasure a densely crowded city extending from the Singapore that we know to-day to the north side of the island, but it is hard to say that such a possibility does not exist. The coming of the Naval Base will bring great changes and developments, if they may be called such, though from the strictly personal point of view the resident of Singapore does not look forward to the advent of the Base and all that it means. Whether the great docks which we are to have will be far enough away to develop to a town of their own around them or whether Singapore will extend towards them is for

(Continued on Page 16.)

Bulls and Inners

From the Office Butts.

If the capacity of a restaurant lift is ten persons when ascending; should not the capacity of the persons be calculated prior to descending in order to avoid overload?

An American motoring magazine states that "motorists run into millions in this country." Hence the new pedestrian slogan "The survival of the quickest."

It's a mistake to believe that every husband who returns home late, tells fibs. Some wives don't ask questions.

The danger of telling a woman that her new hat "makes her look ten years younger" is that she is scarcely likely to ask you wait while she takes it off.

There is no truth in the rumour that some of the smaller nations intend forming a league of resignations.

The Tupan of Chihli, who has forbidden women in his Province to shingle, evidently doesn't think much of the Order of the Crop.

Lots of women who put on (h)airs, wish they didn't.

An explorer who managed to keep clear of tigers in Africa is now having a hard time dodging taxis in London.

About the only thing that hasn't changed in the past ten years is boarding house soup.

Worst of married men is that they're always bragging about what they would do if they were single.

When a golfer gets a bad lie he sometimes tells a good one.

A Cambridge professor says the world is slowing down. Bet he hasn't seen the Charleston.

A new drug has been discovered which will abolish the sleeping habit. A new baby has the same effect.

With the return of the Hermes, Hongkong people are learning to look up now and then.

There is no truth in the rumour that Brokers' Alley is to be paved with rubber in order to assist brokers to regain some of their old bounce.

One might almost say that mosquitoes are blood relations.

A bull ran amok in Valencia, Spain, and gored seventeen people. The report does not state whether the seventeen composed the band which was playing a composition named after the town.

There's a lot of deep thinking needed over this coal mining trouble.

"Complexions should not be neglected when going to bed" states a beauty specialist's advertisement. Some we have seen should be scraped, sandpapered and covered with a fresh coat of paint in order to be ready for re-enamelling in the morning.

A New York man who swallowed his wrist-watch is having a hard time.

Many a man who went to school with a slate and a sponge has a son who wants \$10 worth of note-books every month.

Worst of having a heart of gold is that you're liable to have very little left in your pocket.

Sometimes we feel so old that we begin to wonder whether Father Time hasn't changed his scythe for a modern harvester.

Box plays are becoming such a rage that we may soon expect stages shaped like triangles.

Local ladies are taking to the spatie fashion, with the result that numbers of married men find increasing difficulty in keeping their stocks of golf hose intact.

One way for Canton to raise funds would be to levy a tax on retired pickets' fortunes.

American women are said to spend five million dollars annually on cosmetics. The figure, of course, must be taken at its face value.

Two things which are bad for business are trusts and distrusts.

Lots of women are resisting the suggestion that skirts should be longer. And they're making a pretty good job of it, too.

Russia is trying to work out a scheme to settle her debts with Britain so that she can borrow more money in London.

Funny thing about currency is that the more it's inflated, the lower it falls.

People are wondering whether the saturation point has been reached in the motor industry. It hasn't with some of the chauffeurs.

It's explained that a London motorist, who recently knocked down the same pedestrian twice in one day, fooled him the first time.

Some of our New Territory sportsmen are said to be despondent with regard to the coming shooting season. So are some of the snipe.

Fashion journals give women plenty of hints as to how to buy their autumn dresses, but none to husbands on how to pay for them.

A seven-foot saxophone has been invented. Yet they say frightfulness ended with the war.

A London newspaper heading imparts the information that a man of 80 has arrived home after 45 years wandering. Hope he managed to match the pattern his wife sent him out with.

"The cuttlefish," we read, "squirts an inky fluid to confuse its enemies." Not unlike the writers of some of the Canton strikers' epistles.

Feminine gossip wouldn't be so bad if lipstick only had glue in them.

War has again broken out in Nicaragua, after a two weeks' vacation.

Rabbit is never more expensive than when it's called chicken salad.

A dollar goes a long way nowadays—so far, in fact, that it often forgets the way home.

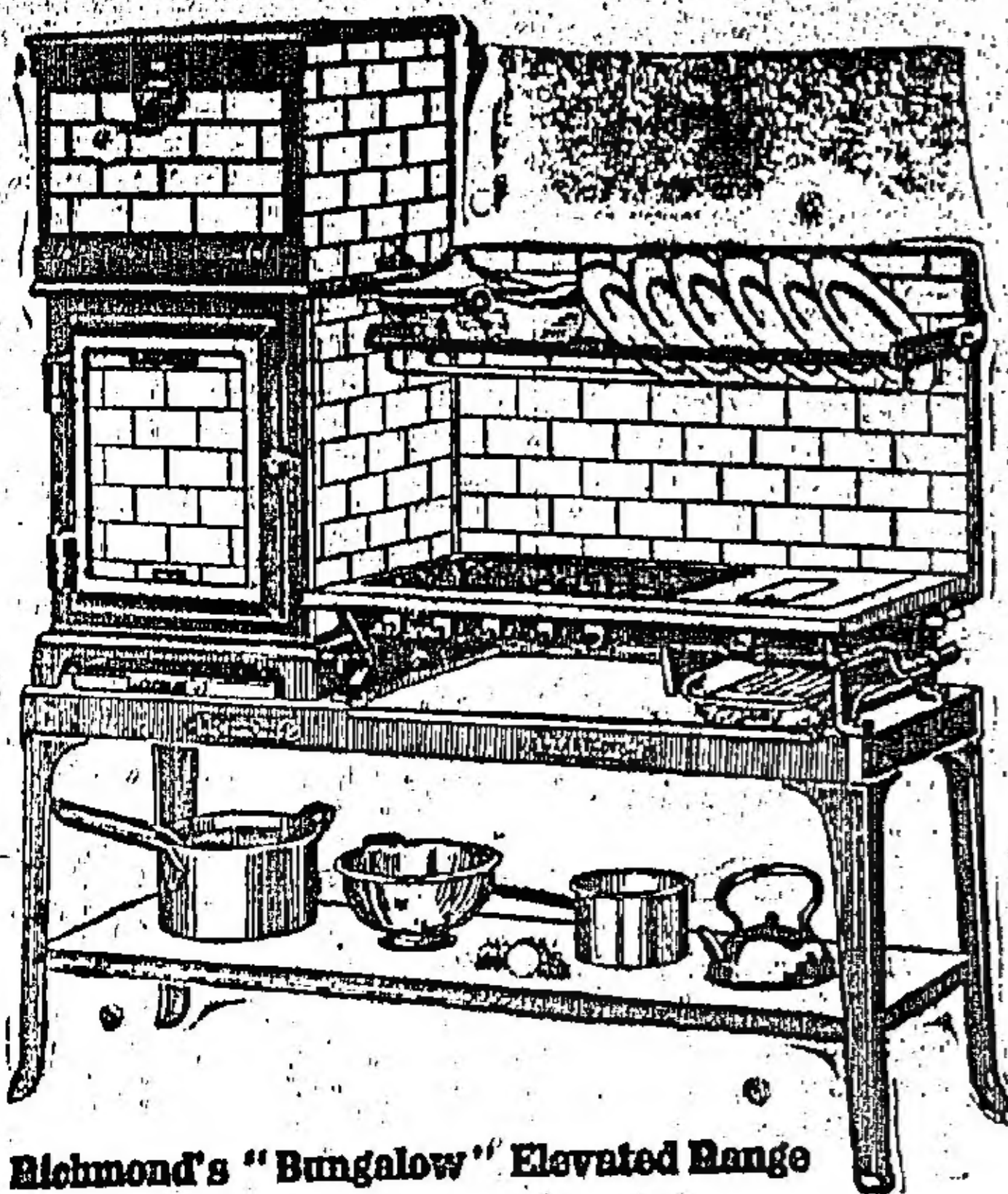
Some people are always willing to do something providing they get something for nothing.

We understand that the sign "Turn to the Right" which was placed across the roadway from the Star Theatre, referred to a film, and was not intended as a direction signal for passengers by the gin ferry.

A correspondent asks if "troussers" is singular or plural. "We should say that it's plural if you have some, and decidedly singular if you haven't."

We should say that only a woman understands a woman's opinion of another woman.

The Health Officer of a certain Urban Council in Hampshire declares that the local water supply is dangerous on account of an excessive amount of iron therein. Wonder if they smelt it?



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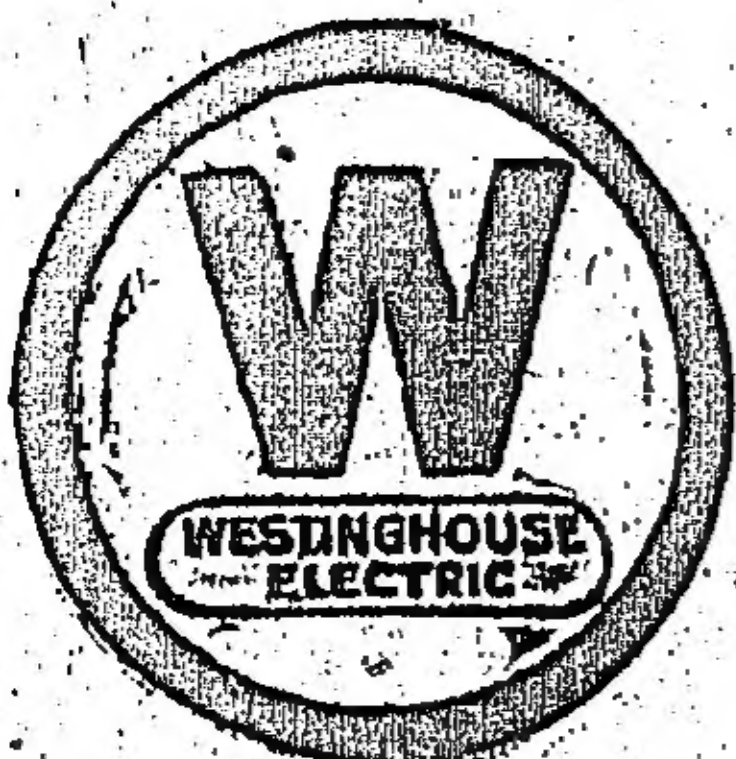
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THE COLONY'S BUDGET.

PROPOSED LOAN FOR SHING MUN SCHEME.

NEW POSTS CREATED.

The Colony had been subject to an illegal restraint on trade which had affected the revenue of the Colony and the general prosperity of its people. "The boycott has neither paralysed us nor undermined the foundation of our prosperity," he said, and went on to detail the votes for the coming year, giving a lucid statement of the Colony's finances.

The Hon. Colonial Secretary said:

Your Excellency.—In accordance with your instructions I rise to move the First Reading of a bill intitled "An Ordinance to apply a sum not exceeding seventeen million seven hundred and forty thousand, five hundred and forty three dollars to the Public Service of the year 1927," and before proceeding I should just like to remind Honorable Members that the total shown in the Bill differs from the total shown in the printed Estimates of expenditure by the amount of the military contribution and Public Debt Charges. These are of course, included in the totals of expenditure to which I shall refer in the course of my remarks.

Your Excellency has entrusted me with the important task of addressing the Council on the financial situation of the Colony, on the revenue which we hope to obtain in the next financial year and on the measures which for the order and good Government of the Colony you are now proposing for the Council's adoption.

Your Excellency has already addressed the Council on the political situation. It is a situation not free from anxiety, but the events of the last few days have justified us in framing our budget in an optimistic spirit, confident as we are in the inherent strength of the geographical position of the Colony.

But while we are justified in optimism we are not justified in pursuing a policy of extravagance and in view of the recent public advocacy of a "bold and progressive" policy it is well that we should pause for a moment and take stock of our position.

Illegal Restraint on Trade. For over a year this Colony has been subjected to an illegal restraint on trade, which could not but affect the revenue of the Colony and the general prosperity of its people; and it was unfortunate that this attack came upon us at a time when the peak of a boom had just been passed and the inevitable re-action had begun.

If I am correctly informed, trading conditions in this Colony were not in a healthy condition in the early part of last year; there had been a large volume of unwise and extravagant speculation, and the contraction of business which had already set in was accelerated by the restriction caused by the illegal boycott.

The Colony has surmounted this double crisis with less loss and damage than might reasonably have been feared, and with none of those disasters which our small but vociferous group of enemies, not only predicted, but with that supreme disregard of truth which so frequently distinguishes them announced as actual occurrences.

The Government feels justified in assuming that we are now at the nadir of our period of depression, that our great merchant houses, with their splendid traditions of courage and foresight, will seize the opportunities now reopening and that prosperity will once more smile upon the people and the Government of Hongkong.

Some Accusations. But Sir, it is not the duty either of Government or of individuals to throw caution to the winds. The Government has been accused of falling down and worshipping the ideal of "Retrenchment." At the risk of wearying the Council I would invite its attention to a few facts and figures which speak for themselves.

In the year 1923 we had a revenue of \$24,783,763 and an expenditure of \$21,571,905 and our surplus of assets over liabilities at the end of the year was \$15,971,495. In 1924 our revenue was \$24,209,540 and our expenditure \$26,729,423 and our surplus balance was reduced to \$13,107,549. Our revenue in 1925 was \$23,244,365, our expenditure \$28,266,817, and our surplus fell to \$3,113,482 with which to meet any deficit on the accounts for the year 1926.

Now the Estimates for 1926 were framed soon after the strike and the commencement of the boycott and in the reasonable expectation that the boycott would shortly be removed. With the knowledge that there was substantial surplus to fall back upon in case of need revenue was estimated at \$21,567,743 and expenditure at \$23,790,615.

Justifiable Optimism. The optimism of such a budget was justifiable but events have gone against us. The boycott has lasted through more than three quarters of the year and although, as I have already remarked, it has neither paralyzed us nor undermined the foundations of our prosperity, it has affected us temporarily and has reduced our estimated revenue by something under ten per cent. so that our revised estimate stands at \$19,436,657.

Our expenditure on the other hand it has not been possible to keep within the estimate. The difficulties of sudden retrenchment were explained by the late Governor when he introduced the budget in October, 1925, and these difficulties have been more than fully realized.

The position did not clear up as early as Sir R. E. Stubbs then hoped, and so far from being able to put before you a supplementary programme of Public Works such as His Excellency envisaged we have found it necessary to supplement many of the votes for the works which were actually included in the 1926 estimates.

Economies Effected. Where economies were possible without serious detriment they have been effected; where supplementary supply was found necessary the Council has been supplied with the fullest information when the votes were asked for, and, but for the heavy expenditure of \$748,985 this year's share of the cost of repairing the damage caused by the great storm in July last it would have been possible to restrict the total expenditure very closely to the total estimate.

As it is, however, we anticipate an expenditure of \$24,857,736 which is \$1,067,171 over the estimate and will leave an estimated deficit of \$5,371,129 on the year's working.

The effect of this is to reduce our estimated surplus of assets over liabilities at the end of 1926 to \$2,742,353. The whole of this balance is locked up in building loans made in the days of an overflowing exchequer, subsidiary coin and other assets which are not immediately realizable and cannot therefore be regarded as liquid assets available to meet a deficit on the Budget.

In preparing the budget for 1927 the Government has therefore been faced with three possible courses.

1. To restrict expenditure within the estimated revenue.
2. To increase the revenue so as to meet the estimated expenditure.
3. To resort to borrowing.

Three Possibilities. It with these three possibilities before us that the budget now laid before you has been framed. When the details of the Budget have been examined I hope that Honorable Members will agree that it has been framed in what I would term a spirit of sober optimism.

We are justified in being optimistic, but, as Sir R. E. Stubbs pointed out last year, time will be required to re-establish our position; and with China distracted by Civil War and internal commotion trade will still be difficult even after the special hardships recently imposed upon this Colony have been removed.

As set out in the printed Estimates now before you we have estimated our revenue for 1927 at \$20,407,337 which though it is less by \$360,346 than the original estimate for the current year is \$320,740 more than the revenue we now expect to realize. These estimates include certain comparatively small additions to

our sources of revenue which, in present circumstances, the Government feels justified in tapping. These are first an increase in water charges estimated to bring in about \$100,000. It is proposed as from 1st January next to increase the charge for water supplied to shipping by water boats from 50 cents to \$1 per 1,000 gallons, and for wharf and building supplies from 75 cents to \$1 per 1,000 gallons.

The Water Supply. The Colony has recently expended very large sums in increasing and improving the water supply, and it is felt that these increased charges are fully justified. The rates for water for shipping at present charged in Hongkong are far below those in force in most of the other Far Eastern Ports. The Shing Mun Valley supply is beyond reproach both in quantity and in quality, and the charge will be only \$1. per 1,000 gallons as against \$2. and Rs. 5 per 1,000 gallons in Singapore and Colombo respectively.

Secondly in connection with representations which have been made by the local Medical Profession it has been decided to increase the rates charged in Government Hospitals to 1st and 2nd Class Patients to cover to some extent the cost of Medical Treatment. An increase in revenue of \$38,000 is anticipated from this change.

Form of Estimates. Before passing on to the details of the Estimates of Expenditure I would invite the attention of the Council to the altered form of the estimates. The various Heads of Expenditure are divided into numbered sub-heads, of which the total cost of the Personal Emoluments of any particular Head forms the first. The Sub-Head Personal Emoluments is followed by the sub-heads under Other Charges and Special Expenditure after which the total expenditure for the Head is shown. The details of the sub-head Personal Emoluments are printed as a kind of appendix to each main Head and the numbers in each class or grade are shown in parallel columns for 1926 and 1927 for convenience of comparison. It is hoped that Honorable Members and Heads of Departments will find the new form more convenient in use.

The exchange rate of the dollar has been taken at 2s. 0d. instead of 2s. 2d. the rate adopted in the 1926 Estimates with a resulting increase in the dollar equivalent of all sterling expenditure.

The Total Estimate. The total estimated expenditure is \$22,194,702 and from this is excluded all expenditure on the Shing Mun Valley Water Scheme—a matter to which I will refer later. The Estimate shows a reduction of \$1,595,913 on the original and of \$2,663,084 on the revised estimate of expenditure for the current year and will leave us with a deficit of \$1,787,305. To meet this I shall at a later period in to-day's proceedings lay before you certain proposals estimated to produce an additional revenue of \$600,000.

The balance the Government proposes to meet by charging the whole of the Shing Mun Valley Scheme to a loan to be raised at an appropriate time and meanwhile to finance the Scheme by borrowing. The amount which will have been expended on the Scheme up to the end of 1926 is estimated at \$2,050,000 a further sum of \$800,000 is required in 1927 and about \$508,000 in 1928.

This will complete the first portion of the Scheme and place the water supply of Kowloon and for shipping beyond any probability of shortage for an indefinite period. It does not provide for bringing the water across the Harbour to Hongkong Island and the Government does not feel justified at the present time in proceeding with this portion of the original scheme.

The Shing Mun Scheme. The loan proposal is at present before the Secretary of State and the Government is awaiting his decision. If the proposal is approved a sum of \$2,050,000 will be made available to meet the estimated deficit and should the estimates prove correct there should be a balance of just under \$1,000,000 to meet any unforeseen expenditure.

The necessity for charging the Shing Mun Water Scheme to loan was foreshadowed by the late Governor in his Budget speeches in 1924 and 1925. So long as there were surplus balances available Sir R. E. Stubbs rightly refrained from proposing additional taxation or the raising of a loan; the position has however, now been reached when the balance is exhausted and the Government proposes to act on lines suggested by Sir R. E. Stubbs at the close of his

speech when introducing the last Budget.

No Futile Reduction. I do not propose, Sir, to weary Honorable Members by referring in any minute detail to the increases and decreases in the various Heads of Expenditure. Full details will be found in the usual Sessional Paper which is in the hands of every member, and details can more properly be dealt with in Committee.

I should however like to point out that while every effort has been made in the direction of economy this economy has not been sought by any fictitious reduction of votes below what will obviously be required. Where it has been shown that Departments could not be efficiently carried on during the current year without supplementary supply the votes have been increased so as to obviate so far as possible those continual applications for supplementary supply which have been so prominent a feature of the work of the Finance Committee during the current year.

The Clerical Staff. I invite the attention of Honorable Members to the new Head 3 Senior Clerical and Accounting Staff. This head represents an attempt to do for the Senior Clerical and Accounting Staff what has already been done for the Junior Clerical staff.

The provision of the individual salaries has been deleted from the various Heads under which the salaries formerly appeared, and the officers have been grouped in a classified scheme which offers considerable advantages in administration and improved prospects to the officers concerned while it enables the Government to avoid the almost inevitable anomalies of the present system.

Members of the Finance Committee will no doubt remember that the details of the scheme were laid before them before the matter was referred to the Secretary of State. The distribution of the officers comprised in the scheme is set out in Appendix I of the printed Estimates.

The increase in the cost of Head 4, Junior Clerical Service is chiefly due to the stipulated increments, but there are in all twelve new appointments. Five additions have been made to the Legal Departments, 4 to the Colonial Secretary's Office, 3 to the Treasury and two each to the Audit and Post Office. It has been possible to make reductions in some Departments. Details will be found in Appendix 2.

It has been considered advisable to raise the initial salary of clerks who are required to give security from \$450 to \$600 or in some cases \$700, an alteration which involves an increase of \$2300 on this Head.

The Treasury. One Assistant Crown Solicitor is provided for. The present system under which the Crown Solicitor's Department is responsible for collecting all sums due from defaulters in the payment of sums due to Government has proved too great a burden for that Department and it has been decided after careful consideration to recommend the creation of a new post of Assistant Crown Solicitor attached to the Treasury who will so far as possible deal with all legal work connected with the Treasury and Estate Duty Departments and so enable much needed relief to be given to the overburdened Departments of the Crown Solicitor and Attorney General.

Audit Department. One additional Assistant Auditor is provided for. The Government attaches the greatest importance to the prompt and regular check by Audit on all revenue and expenditure accounts, and is satisfied that this cannot be adequately maintained with the existing Audit Staff.

Post Office. The present Accountant and the present Superintendent of the Money Order Office, after many years of faithful service are both approaching the period of retirement. A new Accountant to be recruited if possible with Postal experience in England is now provided for and it is intended that he shall in due course be responsible for supervising all the financial work of the Post Office, the separate post of Superintendent of the Money Order Office being abolished.

A large saving is anticipated under the subhead Carriage of Mails owing to new arrangements made by the British Postal Authorities.

Imports and Export Office. Under Personal Emoluments there is an increase of one European and three Chinese

Revenue Officers. It is anticipated that increased supervision will result in an increase of revenue which will much more than meet the increased cost.

There is an anticipated saving of \$25,000 in the cost of raw opium.

Harbour Department. It is I think unnecessary for me to emphasize the importance to this Colony of the Harbour which is indeed the cause and reason of the Colony's existence. It is all important that our splendid harbour should be efficiently administered and the Government after careful consideration of a very full report by the present Harbour Master in which he pointed out the inadequacy of the present staff has decided to recommend to this Council the following increases:

One Deputy Harbour Master. (The post of Assistant Harbour Master being retained on a lower salary).

Two Boarding Officers, One Junk Inspector, Two Marine Surveyors, One Stenographer.

An Anticipation. The increase in salaries owing to these new posts is \$33,344 but the Government feels justified in asking for this increase. In order that the Harbour Department may be in a position to deal efficiently with that increase in business which we confidently anticipate on the return to normal trading conditions. The present staff has found it a matter of the greatest difficulty to cope with the work now falling upon it and is inadequate to deal with any considerable increase.

The separate post of Master of the Rescue Tug disappears as the duties will be performed by one of the additional Boarding Masters.

The only other item calling for special mention is the sum of \$40,000 under Special Expenditure for a launch to replace the Victoria which is now about 40 years old and has been condemned as unfit for further service.

Fire Brigade. Under this head there is a very considerable increase in Personal Emoluments owing to the adoption of many of the recommendations of the Fire Brigade Committee whose report was published as Sessional Paper No. 8 of 1926. There is an increase in the floating staff owing to the fact that the new fire boat was brought into service this year.

The reduction in Rent of Stations is due to the approaching completion of the new Fire Station. Under Special Expenditure it will be seen that provision has been made for two light motor pumps. It is hoped that these will prove especially useful in the steeper districts where fire fighting has always been a serious problem.

Supreme Court. Owing to the increase of work in the Registrar's Department two officers have been transferred as Bailiffs from the Public Works Department and an increase in the vote for watchmen has become necessary.

Official Receiver. It has been customary in the past for this post either to be filled by a Cadet Officer, or when such officer was not available to be combined with that of Registrar, Supreme Court. This arrangement has proved unsatisfactory and the Government on the advice of His Honour the Chief Justice considers that a permanent appointment is necessary for this important post. Provision has therefore been made accordingly.

The Police Force. As regards Personal Emoluments the only changes of importance are in the relative strengths of the Indian and Wei-hai-wei Contingents. The total strength remains the same—viz., 908 but as the periods of engagement of the Wei-hai-wei men come to an end they are replaced by recruitment from India; the Indians are more expensive but experience has shown that they are worth the extra cost.

An increase has been provided in the numbers of Cantonese Female Searchers owing to the prevalence of smuggling of arms and opium.

Under Other Charges conveyance allowances have been increased in pursuance of the policy of encouraging officers to provide their own motor cycles and to use them on Government service.

Purchase of Arms. Under Special Expenditure \$6,000 has been inserted for purchase of arms. Many replacements and spare parts are necessary and it is essential that this branch of equipment should be kept in proper order.

The Very Light pistols and cartridges are in the nature of an experiment and are intended for use by villages in the New Territory in case of attack by armed bands of robbers.

(Continued on Page 3.)

THE COLONG'S BUDGET.

(Continued from Page 2.)

The motor car is intended chiefly for the use of the Criminal Investigation Department and will save considerable expenditure now incurred in hiring cars.

The last sub-head, Expenses of convey system \$19,800 provides for the 50 machine gunners employed prior to the boycott in piracy prevention work on the river steamers. The men are held in readiness for the resumption of the convey system and are meanwhile being used to supplement the Police Force which is below strength owing to unfilled vacancies.

Prisons.

Provision has been inserted for rent for quarters for European Warders. Owing to the insufficiency of the Jail Quarters it is necessary to provide rented quarters for married warders in close proximity to the Jail.

Medical Department.

In spite of the need for economy the Government has considered it necessary to make a considerable increase in the personnel of the Medical Department in order to safeguard effectively the all important question of Public Health. Provision is made for three new Medical Officers, one for the enlarged Victoria Hospital and to assist at the Tung Wah Hospital and one for the Kowloon Hospital for which only one permanent Medical Officer is at present provided.

Provision is inserted for the first time for the staff of the Peak Hospital, including five nursing sisters. An Assistant Bacteriologist is provided for owing to the growth and importance of the Bacteriological work. It is hoped that by this arrangement we shall in future be able not only to supply our own requirements in the matter of vaccines and sera but also to supply outside requirements as well and that the savings and profits will more than cover the cost of the additional staff.

The only other matter calling for special comment is the X-ray plant sub-head 43. It was not possible to obtain the new plant this year and the Government is advised that the amount provided in the current estimates was inadequate. The amount has therefore been increased to \$15,000 of which \$10,000 is a re-vote.

Sanitary Department.

As in the case of the Medical Department a due regard for the Public has led the Government to provide an increase in the personnel of the Sanitary Department. The European Sanitary Inspectors have therefore been increased by one Senior and four 2nd Class Inspectors while one Inspector has been transferred to the clerical staff leaving a net increase of four.

Under Special Expenditure provision is made for two more motor refuse lorries. Motor lorries have proved cheaper and more efficient than bullock carts for the transport of refuse and the policy of replacing the antiquated bullock cart by the motor lorry is being pursued.

The cost of the refuse barge provided in the last Estimates will fall to be paid in 1927 and a re-vote is therefore provided.

Botanical & Forestry Department.
The only items calling for special comment are first that it is proposed to fill the post of Assistant Superintendent which has been left vacant for some time as a measure of retrenchment and secondly that provision has been made for extending the Forestry Reserve at Tai Po.

Education.

The subject of Education is one to which Your Excellency has devoted much personal attention since your return to the Colony last year, and the importance which the Government attaches to it is reflected in the increased provision made in the Estimates for next year. It will be remembered that drastic reductions were made last year in anticipation of reduced attendance.

This anticipation has happily not been realized and the Department consequently finds itself seriously understaffed. The whole of the teaching staff as regards its numbers, its classification and its salaries has been passed under review with resultant changes too numerous and detailed for recapitulation here. I shall be happy to deal in Committee, with any points which may be raised. The net result is an increase in the Personal Emoluments vote just over one lakh, which provides for a total increase of 80 in the staff of whom 13 temporary mistresses were formerly paid for from savings and were not shown in the Estimates.

Restoration of Votes.

Under Other Charges the principal increase is in Capital Grants. These were reduced from \$117,930 in 1925 to \$100,000 in 1926 and it is necessary to increase them to \$116,560 with the return to more normal conditions in 1927. Provision has been made for increased subsidies to encourage education in the New Territories.

Under Special Expenditure the vote for Building Grants which had stood at \$150,000 in each of the years 1924 and 1925 was omitted entirely in 1926. It is considered essential to restore it in the 1927 Estimates and a sum of \$100,000 is provided. The increase in the equipment vote is chiefly required to complete the equipment of the new King's College.

The total increase in the amount provided for education amounts to no less than \$235,438. The total vote is however only \$15,569 more than the amount provided for 1925 and even in these days of retrenchment I do not think that Honourable Members will grudge the restoration of the vote for this matter of vital importance to the future well being of the Colony.

Public Works.

With the curtailment of the amount of work for which the Government finds itself able to make provision next year it has been possible to make a small reduction in the Personal Emoluments vote for the Public Works Department. The amount provided may appear excessive for the work to be done but it must be remembered that the staff of a large Department cannot be expanded and contracted in a moment.

The staff has only recently been increased at great trouble and expense to deal with a very large expenditure amounting in 1924 to nearly \$10,000,000 and in 1925 to nearly \$11,000,000. At the moment we find ourselves compelled to reduce this expenditure to something just over \$6,000,000 but the Government is optimistic enough to think that the time is not far distant when it will be possible to proceed with some of the postponed works and that it would be false economy to disperse the trained staff we have so laboriously collected together.

Personal Emoluments.

Considerable savings are however anticipated on the Personal Emoluments Vote as it is intended so far as possible to leave unfilled such vacancies as may occur during the year.

Opportunity has been taken to reorganize the wireless staff in the light of our growing experience of this subject and at the same time to group under the Electrical Department the wireless staff working under the Electrical Engineer but lent to other Departments. The new posts under staff lent to Police Department are to provide operators for new wireless equipment on Police Launches and at Police Stations.

The Port Development Department has been re-absorbed into the Public Works Department under the supervision of the Director of Public Works and the separate post of Port Engineer has been abolished—the holder now on leave being transferred to the post of Manager, Railway, which will shortly fall vacant.

Port Development.

This change has been made after the fullest consideration by His Excellency who is satisfied not only that in the present state of the Colony's finances the continuance of a separate Port Development Department would be unjustifiable but also that the Port Development works are in this Colony so closely interconnected with works falling under the Public Works Department as to make it necessary in the interests of efficiency to bring them all under the same control.

Provision has been made under Port Development for one new temporary Engineer to carry out the survey of the Harbour, the necessity for which was recently represented to the Finance Committee.

Government Garages.

The Resumption Office has been shown as a separate branch of the Public Works Department. Reductions amounting to \$26,559 have been found possible under Other Charges owing to the reduction in the amount of the work to be undertaken.

Provision has been made under Special Expenditure for equipping Government Garages and Workshops (\$3,000) with a view to economy in the cost of repairs and for three new motor cars, one for Kowloon and two for Victoria. Rapidly of transport is a modern necessity and it is cheaper to provide Government cars than to pay the cost of hiring.

Public Works Recurrents.

This head has been recast in what is hoped will prove a more convenient form and is summarised on page 75.

These are mainly estimates for maintenance and minor improvements, and recurrent expenditure such as rainstorm and typhoon damages. It is the considered opinion of the Government that when economy and even retrenchment are necessary it is of the utmost importance to maintain existing roads and buildings in a state of complete repair and it has been observed that the sums voted under this Head have very frequently been exceeded in the past. The amount expended in 1924 was \$1,793,968, in 1925 \$1,574,481.

The Estimate for 1926 was \$1,199,700 and the actual expenditure will probably be \$1,880,000 \$748,980 of which represents expenditure due to the great storm on July 19th last. While it is not possible to provide for such exceptional catastrophes it is considered a wise precaution to provide for the full normal expenditure. The votes have therefore been generally increased and the total has been carried out at \$1,540,000.

Public Works Extraordinary.

This is the one Head of Expenditure on which it is possible to curtail expenditure in times of difficulty without seriously impairing the general efficiency of the administration of the health and comfort of the people. The works are of a special and extraordinary nature and however desirable such works may be they can only be undertaken if money is available to pay for them.

The policy of the Government in view of the financial situation is to continue and so far as possible complete the large works to which the Colony in its very proper policy of development found itself committed when the crisis of last year arose.

The Government is fully aware of the many works which in the opinion of the Public are desirable and even necessary and among these the Government places high on the list the rebuilding of the Government Civil Hospital but these works could only be undertaken by an increase of taxation or by borrowing. After full consideration the Government is of opinion that it is in the best interest of the Colony to reduce our commitments on large works and, while maintaining what we have and keeping our staff ready for action to postpone the initiation of any new policy of large public works until the financial and political horizons are alike more favourable.

Hope for the Future.

We are already committed by necessity to starting down the facile path of borrowing; it would be easy to accelerate the pace but the Government could not recommend so dangerous a policy at the moment. We have every reason, especially in view of the events of the last few days, to hope that the horizon will clear, and when the Colony is flourishing again, as we are sure it will, the revenue will increase, opportunities for favourable borrowing will arise and the Government will be prepared to start again on the forward policy which is for the moment held in abeyance.

In pursuance of this policy the expenditure on Public Works Extraordinary has been reduced to \$3,706,264, itself no mean figure for a Colony of the size of Hong Kong, as against a probable expenditure this year of nearly six million dollars.

The Fire Brigade.

This year will, it is hoped, see the completion of the Fire Brigade Station, the new cells at the Magistracy, the extension of the Sisters Quarters at the Government Civil Hospital, King's College, the Venetia Road Quarters, the Quarry Bay School, the Kowloon Hospital, the Shek Lai Pui Reservoir, and connected works, the Pipers Hill Reservoir and various roads and Police Quarters. The details of the works to be undertaken this year are given in the printed Estimates. The only new work to which I think special reference should be made are:

Sub-heads 5 and 6 Garages are considered necessary for the protection of Government vehicles and to save depreciation of Government property.

Other Sub-heads are for the improvement of roads, some of them dangerous, which it is considered unwise to postpone.

Flood Prevention.

Items on which it is hoped to spend no less than \$283,000 next year are all connected with a scheme for preventing the constant flooding of the Happy Valley area. In this connection I would invite the attention of Honourable Members to the recent debate on a motion by the Honourable Dr.

Koch in the course of which much was said on the need for improved methods of dealing with heavy rainfalls.

It is hoped that the completion of these works will obviate the damage from floods in this area in future.

The Government regrets that it is unable to proceed with the proposed new prison on the Kai Tak Reclamation.

The July Storm.

In anticipation of the completion of the new prison repairs had been reduced to the minimum at Victoria Gaol and it has therefore become necessary to ask for a special vote this year.

Another Sub-head, representing the balance of the vote of \$907,660 required to repair the damage done on Hong Kong Island alone by the storm of July 19th last is a gentle reminder of the damage one might can do and of the need to hold in reserve some unallocated surplus balance to meet contingencies of this kind.

Improvements to Kowloon Point are estimated at \$50,000. This represents one of the very few new works of any magnitude provided for in the Estimates now under discussion. The roadways outside the Star Ferry Wharf have proved entirely inadequate to deal with the ever increasing traffic. Safety and convenience alike demand early attention to this area and the Government considers that improvements should no longer be delayed.

New Area Development.

The markets provided for under other sub-heads are expected not only to assist in the development of new areas, but to bring in substantial revenue.

\$35,000 for surfacing road to Kowloon Hospital is considered justified in view of the necessity for improving the means of access to the new Hospital.

Exhumations \$39,000. The area to be exhumed lies in the middle of an area in course of development and the work of exhumation can no longer be delayed.

Provision is made for commencing the filling in of two dangerous and unhealthy swamps at Tong Mi and Kowloon Tong.

There has been some difficulty over the foundations of the walls for the Waterboat Dock at Lai Chi Kok and it has been found necessary to make provision for strengthening them.

The unsatisfactory match used for the School at Cheung Chow was practically destroyed by the last typhoon and it is necessary to erect a proper School building—(\$40,000).

\$15,000 is to provide a very necessary means of communication along a difficult portion of the Frontier.

It will be noticed that the Shing Mun Water Scheme has for the moment disappeared from the Estimates, for reasons which I have already explained. The loan proposals will in due course be laid before you in their appropriate form.

Kowloon-Canton Railway.

The policy of the Government is to maintain the Railway in the highest state of efficiency so that it will be ready to take full advantage of that re-opening of through traffic which we hope will take place at an early date. The Railway, owing to circumstances, outside our control has proved an expensive luxury during the current year but it would be very false economy to allow it to deteriorate.

The earnings of the Railway depend on the state of South China and until South China is once more in a state of peace and prosperity the revenue derived from the Railway must inevitably suffer. As you are aware the Fanning-Sha Tan Koi Branch has been re-opened and provision is made for its maintenance and running expenses.

Naval Reserve.

Defence is divided up into the sections—

(A) Volunteer Defence Corps,
(B) Royal Naval Volunteer Reserve and
(C) Military Contribution.

With the first and the last Honourable Members are already familiar. The second is new, though the Council may recollect that earlier in the year His Excellency met members of the business community when the question of Naval Volunteers for Hong Kong was raised.

The matter has been carefully gone into with the Naval Authorities in Hong Kong, who are of opinion that the Naval Volunteers would be of great assistance both to them and to the Colony in times of emergency, and that the scheme is practicable.

The Admiralty have been asked if one gunboat of the "Insect" class could be sent out to Hong Kong about the middle of next

year, the gunboat to be loaned to this Government which would then undertake the cost of upkeep, fuelling and trained personnel.

The Volunteers.

The Scheme will depend for its success on the response made to a call for Volunteers and this call cannot be made until the details have been more fully worked out with the Naval Authorities. It is not possible to make more than a very rough estimate of the annual cost, but it is anticipated that \$40,000 for the half year will be sufficient, and in view of the importance attaching to this new proposal the Government feels justified in asking the Council to make provision for starting the Scheme next year.

The only important alteration under the head is the provision for a whole time Adjutant for the Volunteer Corps. The Government considers this necessary in order to maintain and improve the efficiency of the Corps.

The Military Contribution shows a reduction of \$621,228 the one drop of cold comfort derived from a falling revenue.

Miscellaneous Services.

The Sub-head bathing places shows a small reduction justified by past experience. I would observe at this point that it has not been found possible to include in the 1927 Estimates any vote for Special Expenditure to carry out the recommendations of the Bathing Beaches Committee. The report involves considerable investigation and estimates could not be prepared in time for the Budget.

The various grants in aid of scientific and other institutions have been carefully revised and changes made where the circumstances appeared to justify them.

A small increase is shown as the result of certain amendments in the Rent Allowance Scheme introduced to remove anomalies. These have already received the approval of the Finance Committee.

Charitable Services.

These like the service under the last head have been carefully reviewed the only alteration of importance is the increase in the vote for the Alice Memorial and Affiliated Hospitals. This is in accordance with the request expressed by our late fellow member the Honourable Mr. P. H. Holyoak in the debate on the Budget last year. An increase in the vote for the present year has already received the approval of the Finance Committee.

A small vote is provided to assist the Cheung Chan Kifong in its work for the improvement of the amenities of Cheung Chau.

This brings me, Sir, to the close of my review of the Budget and I know that the Government can rely on Honourable Members to give to it that careful attention which the importance of the subject demands. The Government expects and welcomes criticism of its proposals, knowing that the Unofficial Members are at one with itself in working for the common good of the Colony.

Inherent Vitality.

I must apologize to Honourable Members for the length and I fear, the dullness of my remarks. It has been difficult to restrict them within a reasonable compass, and for their dearness I must plead my lack of personal knowledge due to a very short residence here and to a pressure of work which has prevented me from obtaining that close personal acquaintance with places and people which is so eminently desirable. So far as the Estimates themselves are concerned, apart from the manner of their presentation to Council, my own shortcomings are, I am sure, Honourable Members will agree, more than counterbalanced by the unrivalled knowledge of the Colony and the intense personal interest with which Your Excellency has supervised their preparation.

I opened my remarks, Sir, on a note of optimism and I would close them on a similar note, but I cannot close them without expressing my indebtedness to the Assistant Colonial Secretaries and to the staff of the Colonial Secretary's Office for their able and willing assistance which have gone far to lighten the burden of preparing the Estimates, always a considerable task and particularly so when the Colonial Secretary is new to the Colony.

A sober optimism as I have remarked before is justified by the present outlook. We do not pretend that the Colony has not suffered from the machinations of its enemies, but it is not the desert island its detractors would like the world to believe; and I venture to think that the Budget now presented is one among other proofs of the inherent vitality of this important British Colony. (Applause.)

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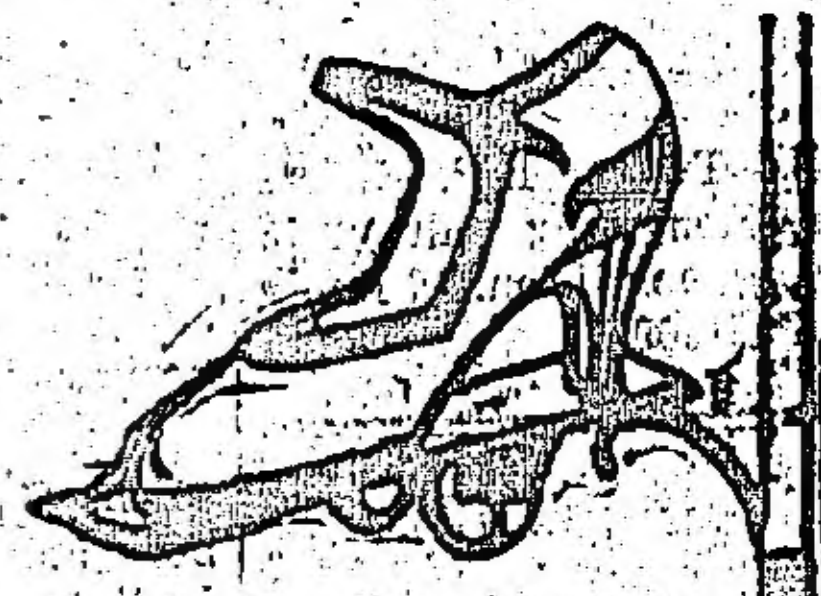
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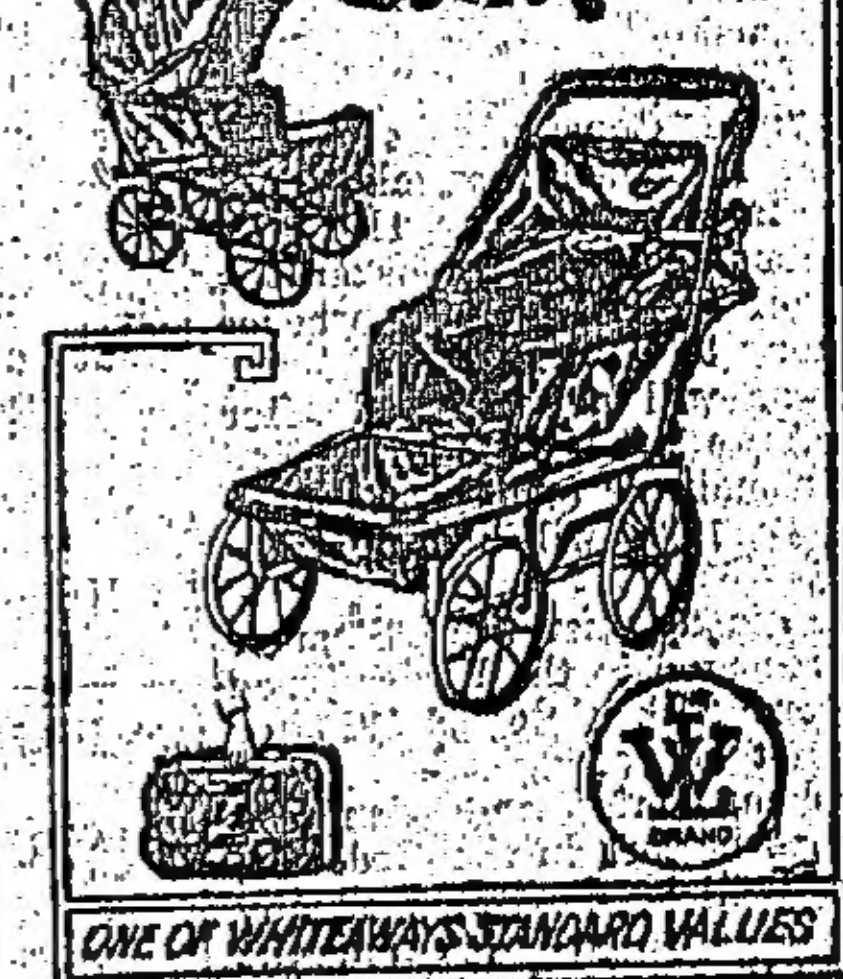
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SURTAX FOR FAMINE RELIEF: LEVY OF.

With reference to Notifications of 13th and 20th September, the Inspector General of Customs now directs that Famine Relief Surtax is not on this occasion to be levied on the local 50% Surtax already charged on the Liki and Chingfai proper.

W. O. LAW,
Deputy Commissioner in charge ad interim, For

Kowloon & District, York Buildings, Hongkong, 15th October, 1926.

CHURCH SERVICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong. October 17th, 1926. 20th Sunday after Trinity. Holy Communion (8 a.m.). Children's Service (10 a.m.). Matins (11 a.m.). Preacher: Rev. G. H. Hewitt, R. N. Holy Communion (12 noon). Evensong (6 p.m.). Preacher: Rev. E. A. Rigden, R.N.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, at 11.15 a.m. Subject: "Are Sin, Disease, and Death Real?" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday 10 a.m. to 12 noon; Monday and Thursday 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

ANNOUNCEMENT.

The Institution of Engineers and Shipbuilders of Hongkong.

THE SHIP

A Brief History
A Paper on the above subject will be read by

J. S. GILLINGHAM, Esq.,
M.I.N.A., M.B.E.

of the Royal Corps of Naval Constructors, (Member) in the Rooms on FRIDAY, the 22nd October, 1926, at 6 p.m.

Chairman—James Ormiston, Esq., President.

The Committee trust that Members and their friends, including Ladies, will attend in large numbers.

A. LANDSBERT,
Hon. Secretary.

NAVY LEAGUE

NELSON DAY CELEBRATION

A GRAND CONCERT

will be held
on THURSDAY,
21st. October, at 9.30 p.m.

in
Queen's Theatre

when the famous
ZEEBRUGGE
FILM

will be shown.

Book your Seats NOW
at Queen's Theatre
Price \$3.00 per Seat.

ELLERMAN LINE.

From NEW YORK.

The Steamship, "CITY OF TOKIO," having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hoi's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th October, 1926, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 27th October 1926, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and noon, within the Free Storage period of one week. No Fire Insurance has been effected. Bills of Lading will be countersigned by

THE BANK LINE LIMITED,
General Agents,
Hongkong October 14, 1926.

NOTICE.

THE BANK OF CANTON, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of THE BANK OF CANTON, LIMITED, will be held at the Registered Office of the Company, No. 6, Des Voeux Road, Central, Victoria, in the Colony of Hongkong, on the 23rd day of October, 1926, at 2 o'clock in the afternoon for the purpose of considering, and if thought fit, passing as Extraordinary Resolutions, the subjoined Resolutions:

- "That the nominal sterling capital of the Company as existing at the date when this Resolution is confirmed as a special Resolution be converted into Hongkong currency at such rate of Exchange as may be determined by the Board, and that such capital so converted be increased beyond the Hongkong equivalent of such sterling capital when such conversion takes place to the sum of \$11,000,000, Hongkong currency, divided into 275,000 shares of \$40 each."
- "That each of the issued sterling shares of the Company of the nominal value of \$5 each, upon each of which the sum of \$5 has been paid, be converted into one share of the nominal value of \$40 Hongkong currency, at such rates of Exchange as may be resolved upon and determined by the Board, and accordingly that 216,605 shares out of the 275,000 shares of the nominal value of \$40 each, constituting the capital of the Company so converted and increased may be distributed by the Board to the persons who are registered as shareholders of the Company at the date when this Resolution is confirmed as a Special Resolution in exchange for the sterling shares then held by them."
- "That the Articles of Association be altered by deleting Article 184 and substituting therefor the following article:

184. "A dividend, instalment of dividend, or interest payable in cash by the Company to a shareholder in respect of a share, may be paid by 'posting a cheque, order or warrant for the amount in a cover directed to the shareholder at his registered address, or by payment of a cheque or granting of an order or warrant on production of the dividend book issued by the Company in respect of such share. Every such warrant shall be made payable at the Company's Head Office or other appointed place of payment. The Company shall be discharged from liability for the sum expressed in any warrant by payment according to any order for payment or endorsement thereon, purporting to be made by the payee therein named, or by any other person on his behalf, and no person shall be entitled to payment of any dividend, instalment, or interest for which a warrant shall have been so posted, or for which payment shall have been made by a cheque or the granting of an order or warrant on production of the dividend book as aforesaid, except upon presentation of the warrant."

AND NOTICE IS HEREBY given that should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions at an Extraordinary General Meeting of the Company to be held on the 10th day of November, 1926, at the same time and place.

By order of the Board,
LOOK POONG SHAN,
Chief Manager.
Hongkong, October 14, 1926.

FANLING HUNT RACES.

SATURDAY OCTOBER 30TH 1926.

Entries for the Steeplechase Meeting at Kwai Race Course Fanling, close on Saturday, October 16th, to Mr. A. H. Potts care of Benjamin & Potts, from whom entry forms may be obtained.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on Tuesday, Wednesday and Thursday, the 19th, 20th and 21st.

October, 1926, commencing each day at 9.30 a.m.

with an interval from 12 Noon to 1.30 p.m.

at H. M. NAVAL YARD, Hongkong and at KOWLOON NAVAL DEPOT.

OLD AND SURPLUS NAVAL STORES, Etc.,

comprising:—

Money Chests, Binoculars, Metal Branch Pipes, Life Boat, Whaler Gigs, Old Lead Battery Plates, Boats Sails, Electrical and Wireless Telegraphy Fittings, Glycerine, Electric Cable, Cooking Stoves, Ships' Fittings and Firehearth Gear, Iron Mattresses, Water Closets and Pans, Life Belts, Carpets, Rugs, Mats, Table Covers, Old Steel Files, Blankets, Fold-up Lavatories, Curtains, Overcases, Glazed and Unglazed Tiles, Leather and Metallic Hoses, Canvas Tubing, Old Cordage, Canvas Rags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Metal Propellers, Old Paint Drums, Old Cork, New Canvas Cuttings, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jean, Wood and Iron Blocks, Lamps, Lanterns and Gear, Gauges, Old Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Olive Oil and Oil Fuel, Chain Cable and Gear Drilling, Screwing and Grinding Machines, Lathes, Steam Engines, Chairs, Compasses, Binnacles, Logs, Clocks, Iron Drums and Tanks, Old Bunting, Fire Engine, Boats Engines and Boilers, Rigging Chain, Wire and Fibre Brushes, Glass Tubes, Table Fans, Baths, Anvils, Forges, Vices, Miscellaneous Tools, Ironmongery, Protective Mattresses, Filters, Mast, Saine Nets, Capstan Engines and Gear, Charging Pipes, Hull, Engine and Boilers of Steam Cutter, Asbestos Packing Association Engine, Engine Room Telegraphs, Circular and Band Saws, Gymnastic Gear, Etc., Etc., Lots may be inspected on Monday, the 18th October, 1926. Term of Sale:—As detailed in Catalogue.

LAMMERT BROS.,
By Appointment, Auctioneers to the Admiralty.
Hongkong, Oct. 4, 1926.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

of the Valuable Leasehold Property situate

and being

Nos. 12 and 12A, Pedder Street.

and known as

PEDDER BUILDING,

HONGKONG.

to be sold by

PUBLIC AUCTION

on TUESDAY, the 19th day of October, 1926, at 3 p.m.

By

Mr. E. V. M. R. DE SOUSA, Auctioneer, at the China Auction Rooms, 4, Duddell Street, Hongkong.

The Property consists of

The piece or parcel of ground and premises known as PEDDER BUILDING situate on Inland Lot No. 2319 held for the residue of a term of 75 years from the 11th October, 1921, with an option for one further term of 75 years.

For Particulars and Conditions of Sale.

Apply to

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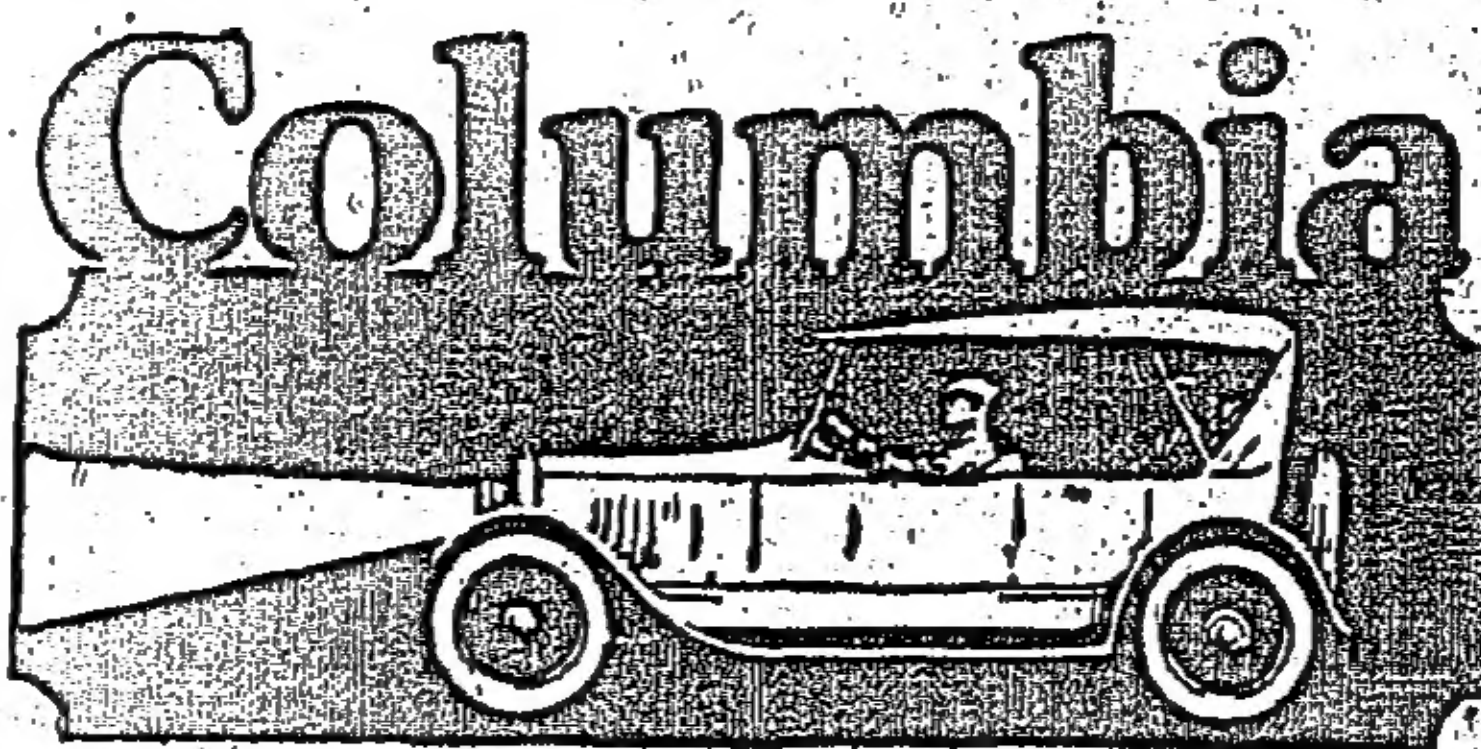
or to

Mr. E. V. M. R. DE SOUSA, The Auctioneers.

THE PIRATES OF PENZANCE RECORDS, VOCAL SCORE, LIBRETTO.

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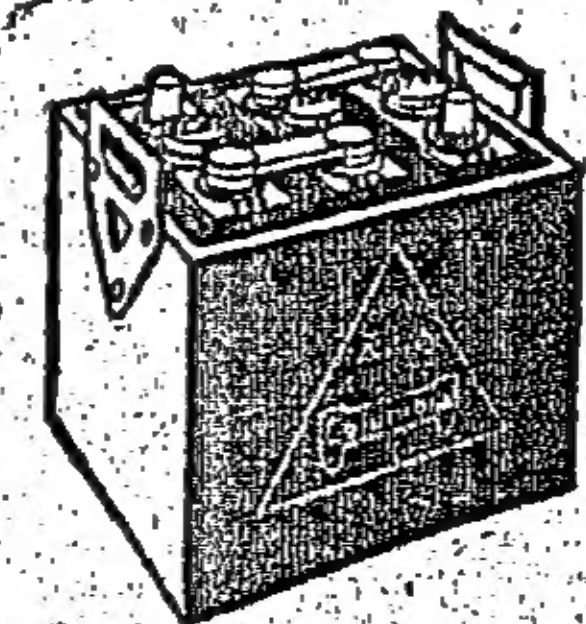
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Columbia Storage Batteries are ideal for starting, lighting, and ignition on automobiles. The highest grade construction throughout—universal terminals to fit all wiring. Their higher power makes them always dependable; their rugged strength enables them to yield extra long service.

Your next battery should be a Columbia—"famous for the service they render."

The Dragon Motor Car

1 Co., Ltd., 33 Wong Nei Chong Road, Happy Valley.



THOUGHTS OF A DEAN.

SERMONS AND NEWSPAPER ARTICLES.

Dean Inge says that sermons and newspaper articles are not literature. The former are meant to be heard once, and not read at all; the latter are adapted to a may-fly's existence of a few hours.

Fortunately, he is prepared with an excuse where his own journalistic writings are concerned.

It matters not whether he is dealing with the legacy of Greece and Rome, with schoolboy "howlers," or with psychology and the mystics, he is well worth reading more than once and dwelling upon when not being read.

Wherefore, no apology is needed for his newest volume of collected papers, "Lay Thoughts of a Dean," which Putnam's have just published at 7s. 6d. Its contents are classified under four main headings, namely, literary, political, social and religious; and there is not one of the varied articles which does not create thought, while most arouse delight.

His selection of aphorisms is wide and varied, for instance, and he has strung his examples together on a thread of witty insight. The golden age of the aphorism, he tells us, was the time of wigs, lace ruffles, and embroidered coats. Yet he believes that if one of the Apostles had had the gifts of Boswell we should probably have a rich collection of pregnant sayings by our Lord, exhibiting wit and humour, as well as gracious wisdom.

Schoolboy Stories.

His schoolboy stories are as delightful as his choice of aphorisms, and much more human. One tells of a divinity examination question as to who were the Pharisees. The answer ran:

The Pharisees were a very mean and stingy lot. One of them brought a penny to our Lord. Who, when He had looked at it, said: "Whose subscription is this?" History, as told by the schoolboy, contains some surprising facts, such as: "Luther is famous for his diet of worms." At last he said, "Heaven help me! I can take no other course." The following are equally amusing:—

Charon was a man who fried

soles over the sticks. The Duke of Marlborough was a great general. He always fought with the fixed determination to win or lose.

To keep milk from turning sour you should keep it in the cow.

On one side of a penny is the King's head, on the other a young lady riding a bicycle; they call her Rubby Tanyer.

Contralto is a low sort of music which only ladies sing. Simon de Montfort formed what was known as the Mad Parliament. It was something the same as it is at the present day.

Socrates died from an overdose of wedlock.

Not bad, coming from one who has been called, unjustly, the "Gloomy Dean." And just as his humour is fresh and clean and full of laughter, so his more serious papers are full of deep thought, earnest conviction, scholarly execution. "Lay Thoughts of a Dean" is a book to have ever at hand.—W. R. D.—in the Daily Despatch.

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"PORTHOS."

Consignees of Cargo from Marseilles, etc., also cargo from La Pallice, Cognac &c. ex s.s. Lieutenant De La Tour and Cargo from Bordeaux ex s.s. Longsor.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6.00 a.m. Today requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Thursday the 21st instant at Noon will be subject to rent and landing charges.

All claims must be sent in to me or before the Monday the 25th inst. or they will not be recognized.

All damaged packages will be examined on Thursday the 21st inst. at 10.00 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected, J. LINAGE, Agent.

Hongkong, October 16, 1926.

THE LATE MR. HO FOOK.

REFERENCES IN COUNCIL YESTERDAY.

At yesterday's Council meeting. His Excellency the Governor, before proceeding with his Budget speech, made reference to the death of the late Mr. Ho Fook.

His Excellency said: "Before the Council takes up the order of the day it is fitting that we should commemorate the services to Hongkong of our late colleague, Mr. Ho Fook, through whose recent death the Colony has lost one of its most prominent citizens."

Mr. Ho Fook was a member of this Council from 1917 to 1921; but his services to Hongkong date from long before that. He became a Justice of the Peace at the early age of 26, and a year later he was one of the founders of the District Watch Committee, of which he served for more than 20 years. He was an original member of the Advisory Committee of the Tung Wah Hospital, a member of the permanent Committee of the Po Leung Kuk, an original member of the Permanent Committee for Chinese Cemeteries and a like member of the Court of the Hongkong University, to which he made generous benefactions. For a quarter of a century he was comrade of Messrs. Jardine, Matheson and Company and he in connection with the late Mr. Lau Chu-pak, also a member of this Council, founded the Chinese General Chamber of Commerce and the Confucian Society.

We can ill afford the loss of so public-spirited, so capable and so loyal a colleague, and I move that there be entered in our minutes a record of our high appreciation of service rendered to this Colony by the late Mr. Ho Fook, of our sense of the loss which Hongkong has sustained by his death and of our sympathy with his family in their bereavement.

Unofficial Endorsement.

The Hon. Mr. A. O. Lang said that on behalf of the Unofficial Members of the Council he desired to associate himself with the remarks of His Excellency. Mr. Ho Fook's services to the Colony extended over 30 years and his record was one it would be difficult to beat. The greater part of his work lay with the Chinese interests of the Colony. But his European colleagues learned to appreciate his sound judgment and advice. They could ill afford to lose a man of his character.

Further Tributes.

Sir Shau-sun Chow said: It is with deep sorrow that I endorse the remarks that have fallen from Your Excellency. My friendship with the late Mr. Ho Fook extends over the period of nearly twenty years, and I always regarded him with esteem and admiration.

A distinguished member of a distinguished family, he played no small part in the social and public life of the Colony during the last two decades. At the early age of twenty-six he was made a Justice of the Peace, and so highly was his worth as a public man esteemed by the community that in 1917 the Government appointed him to be a member of the Legislative Council—the highest position to which a Chinese could aspire at that time.

Interest Never Relaxed.

The outstanding characteristics of Mr. Ho Fook were simplicity of nature and ability to see more than one side of a question. He always brought to his official duties the same quiet energy and the same resourcefulness which so distinguished him as a business man.

Although he nominally retired from public life about four years ago, he never relaxed his interest in all matters concerning the welfare of the Colony. It was only about ten days before his death that he took an active part in a matter affecting the Chinese community, and contributed materially towards its satisfactory settlement.

Truly, it can be said that he served faithfully and well to the end. On behalf of my Chinese Colleague the Hon. Mr. Kotewall and myself, and in the name of the Chinese community, I respectfully associate ourselves in the expression of sympathy with Mrs. Ho Fook and her family.

Frederick Barton, Frederick Ford and Walter Walker, dock gatekeepers at Folkestone, received Medaille d'Honneur de Sauvetage for gallantry in rescuing a French air pilot from the sea in August, 1924.

REPULSE BAY HOTEL

CARNIVAL

on SATURDAY, 30th October 1926.

DINNER \$4.00 per head

(FANCY OR EVENING DRESS OPTIONAL)

LATE BUS TO THE HONGKONG HOTEL 12.30 P.M.

TABLES MAY NOW BE BOOKED

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Bookings arranged on all Trans-Pacific steamers from Hongkong. Illustrated booklets and all details supplied on application.

ASIATIC C.N.R. Queen's Rd., C. BUILDING TEL. 2904

BRITAIN'S CHANCE.

WORLD RACE FOR TRADE.

Expert observers have been travelling in many lands to collect material for "The World Race for Trade: Britain's Chance," which has been reprinted from articles in the *Daily Chronicle* and published at 6d. by United News-papers, Ltd., Salisbury-square, E.C.

Among the lessons to be drawn from the contents are the need for equipment to be constantly brought up to date; the call for more business-like exploitation of the resources of nature and science; and, above all, the need for industrial peace.

Sir Leo Chiozza Money, who visited the great industrial centres of the United States as well as those in our own country, found in America that working women earn more money than British working men. American wages are big, he points out, because they derive from a big wage fund the fruit of an abundant output.

That output last year was worth more than four times as much as ours, but Sir Leo writes that he has yet to see it demonstrated that the materials of power and industry can be assembled to greater advantage in America, or, indeed, in any part of the world, than on the shores of Great Britain. "Nor should we," he says, "be unduly impressed by the mere area of the United States. A manufacturer aiming at a great export trade does not need a vast area as the basis of his work. An enormous factory plant needs as a base but a relatively small area. Its true basis is not found in area, but in economy, in the cheap bringing together of materials, in energy, in enterprise, in imagination, and in the willing co-operation of the elements of capital and labour."

The enormous growth of motive power is one of the most striking factors in America's industrial progress. Sir Leo found that in 1925 the United States produced 66,000,000,000 units of electricity. This represents an increase of 60,000,000,000 units, or 1,000 per cent in eighteen years. In a month, in fact, America now consumes more electrical power than we at home consume in a year. "It is a most humiliating comparison," is Sir Leo's comment. "The country which produced James Watt, and in which modern engineering began, has allowed herself to become almost negligible in the count of the world's electrical powers."

Though the American electrical output already grows in a year by far more than the entire British output, the present figures will

soon be dwarfed by the production of new giant power developments based upon the pooling of all fields with water power. "The map of the great American area of three million square miles, two-thirds as big as all Europe, is now mapped out in a partly established, partly projected network of power lines which will magnify industry where it is now established and call it to life in new regions. Factory and farm, township and village, will all gain immeasurably by the present and coming changes. Perhaps the entire aspect of industry will alter as the spreading of power makes it possible to scatter units of production and to enable families both to live on the land and to practise economic industrial work."

"Britain has much to do to bring herself level with existing American accomplishment, and the pace is so hot that unless we vigorously bestir ourselves we shall be left still farther behind."

TO KEEP 'FIT' IN THE EAST

daily regularity is of the first importance. If troubled with constipation, sick headache, bile, flatulence, or liverishness, take a



little dose of Pinkettes to-night; "you'll feel better in the morning." Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

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STAG'S HEAD BRAND
BRITISH
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VERY LIGHT

\$17.00 PER CASE OF
6 DOZEN PINTS.

Or \$3 per dozen including
duty, delivered to your
residence.

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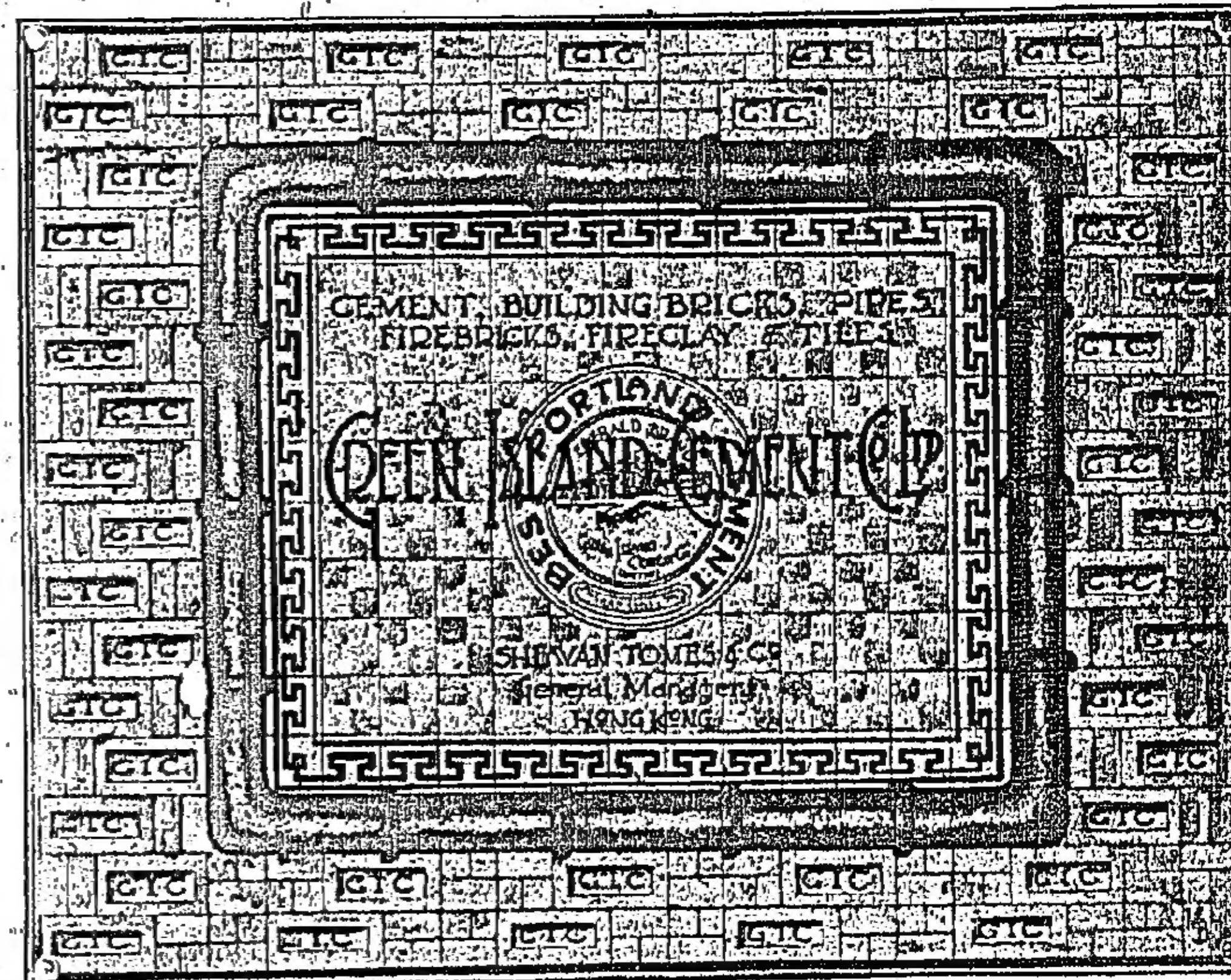
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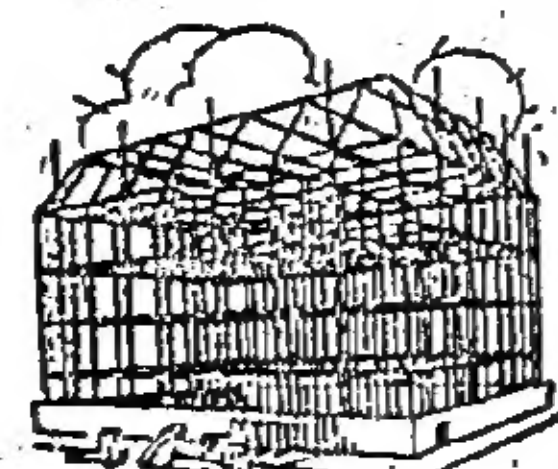
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CEYLON TEA

Cheapest and Best

From all leading Compradores.

PRICE 90 CENTS PER LB.

Be Guided by the Quality-Not the Price.

DIGESTIBILITY
the vital factor in
Baby's Food

SEE what thought—and care—and skill—craftsmanship go to form the steel skeleton for a beautiful edifice.

Future Strength depends on the framework.

What an admirable thought for Baby! Mother is the builder. If the framework is sturdy and strong, Baby will be better able to withstand the storm and stress of life—both in childhood and in manhood.

'Allenburys' is a builder, too! A food of perfect nourishment and real digestibility. A food which makes bone and sturdy, hardy frame. Perfect digestibility is the secret of its reputation.

As Baby develops so the 'Allenburys' System of Infant Feeding is adjusted to his needs. Give Milk Food No. 1 from birth to three months—No. 2 from three to six months—Malted Food No. 3 from six months onwards. Each gives the best nourishment in the most readily digestible form for its particular age.

Write for Booklet
& Free Sample tin

A free 1/4 lb. tin of 'Allenburys' Food will gladly be sent to every mother who writes, giving Baby's age. Note how readily he digests it. With the free tin we will also send the 'Allenburys' book 'Infant Feeding and Management,' 120 pages of practical information concerning Baby's welfare. Write to-day mentioning this paper.

Allen & Hanburys, Ltd.
40 Canton Road,
Shanghai.

Allenburys
Progressive System of Infant Feeding



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SPOIL THE SHIP FOR A HA'PORTH OF TAR!

Nothing is more important in your house than the Sanitary Arrangements.

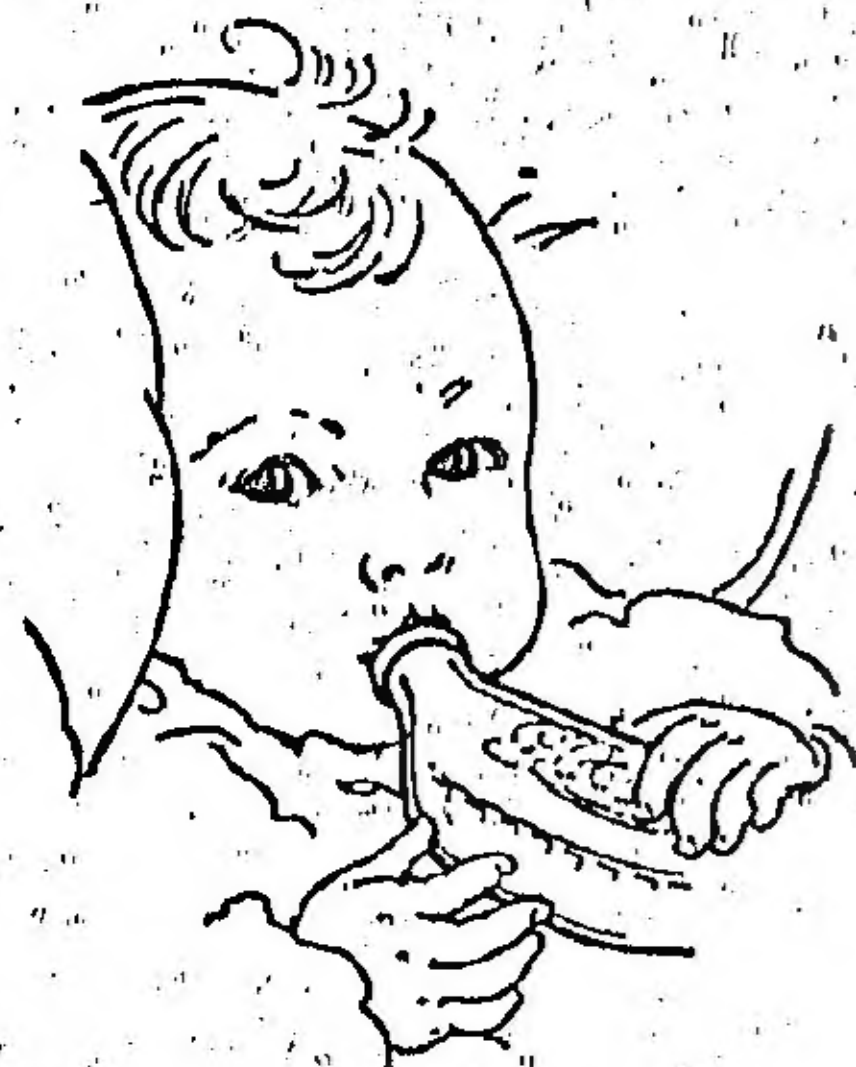
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GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.



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AND
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NOW IN FULL SWING.

A special opportunity for all who
appreciate a real money-saving
event.

SENSATIONAL BARGAINS IN EVERY
DEPARTMENT.

COME EARLY AND SECURE THE PICK

FAMOUS
RESTAURANT.

BORCHARDT'S OF BERLIN.

Borchardt's, most famous of Berlin restaurants, known to all international gourmets and to historians as the restaurant of the Kaiser and the plotting place of Foreign Office intrigues, is faced with bankruptcy. To meet its creditors it must sell many thousands of cool bottles from its famous cellars, and must reorganize with the participation of the London firm of Lyons and the Paris firm of Potet and Chabot.

That change in the organization of Borchardt's has a deep significance for the Berliner. It is another sign of the bankruptcy of monarchist glory. Borchardt's is now to be quite republican!

This restaurant, whose only competitors are Hiltner's and Horcher's, is combined, curiously enough, with a delicatessen store which is as famous as the restaurant itself. Here the German housewife and hostess, planning a grand dinner, orders her hors d'oeuvres, finds exquisite out-of-season vegetables, artichokes and asparagus and mushrooms, tomatoes and cucumbers in mid-winter.

Here she buys cakes to serve with ices, cheeses from France, fruits from the whole world over. If she wants grapefruit—and Germany has cultivated the taste even as England has done—here they are, plump and firm as when they left California or Florida. Here are grapes from Brussels, as big as plums; greenhouse strawberries and prodigious prices. Every woman who entertains, in Berlin knows Borchardt's and has an account there.

But the other Borchardt's, the restaurant, is more exclusive. It cannot entertain huge crowds. It is but two narrow rooms, rich in crimson damask and old walnut, quiet, reserved, elegant, with a kitchen which does not bow to any in Germany and to few in France.

This room belongs to the historic relics of the Wilhelminian period. It is mentioned in every book of memoirs of this time. It was as important to the Berlin of the Kaiser as was the Royal Palace—an institution. It had its regular clients, and they were the men who made high politics in those days. To them and to the other regular clients bills were sent only once a year. They had their own tables there, entertained there, took luncheon there, year in and year out. It was the loss of this aristocratic clientele that first brought Borchardt's into difficulties.

When the Upper House sat here at Borchardt's it was impossible for the uninitiate to get a table; the little room was full of managers, and half of the Counts of Prussia were there. Here was the famous luncheon table of Baron von Holstein, that strange and sinister Foreign Office figure so admirably described by Emil Ludwig in his "Wilhelm II." At this table Kiderlen-Waechter, whose letters, published last year, were one of the events of the season and an important contribution to Wilhelminian history, was to be seen almost daily. Here sat Eulenberg, the Kaiser's pet, the sentimental weakling who played such a role in German policy-making. What intrigues were made here! What feasts were held! Here the Kaiser himself came.

Of all this, nothing remains but an inexhaustible wine cellar and perfect food. The guests who frequent Borchardt's to-day must pay their bills on the spot, and must tell the waiter whether they want their steaks rare or well done, and whether they want truffles with their chicken. In the old days the kitchen knew the wishes of its clients as well as the cooks in their own houses did—probably better.

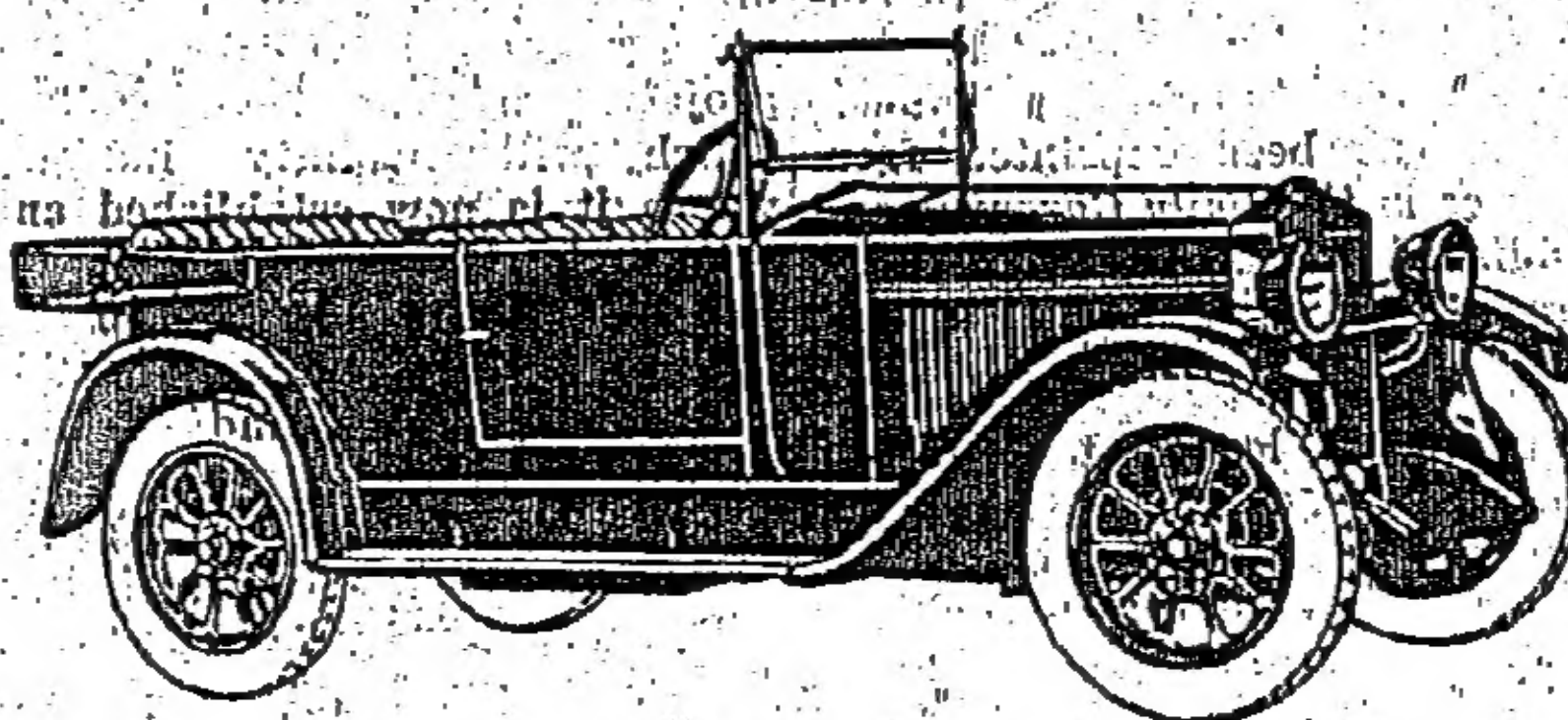
But tourists will be glad that England and France have come to the aid of this institution of the Kaiser's palmy days. Tired of the heavy and rather unimaginative food of the average German restaurants, they will find here a choice of what the world has to offer, cooked by artists, served with distinction. And those residents of new Berlin whose purses don't allow many dinners at Borchardt's will still treat themselves and their guests, now and then, to dainties from next door.

A strike of Government employees in the Australian Department of Posts and Telegraphs has been averted by the Chancellor's promise to introduce a minimum monthly wage of £4 8s. The demand was for one of £5 and the settlement will be a compromise.

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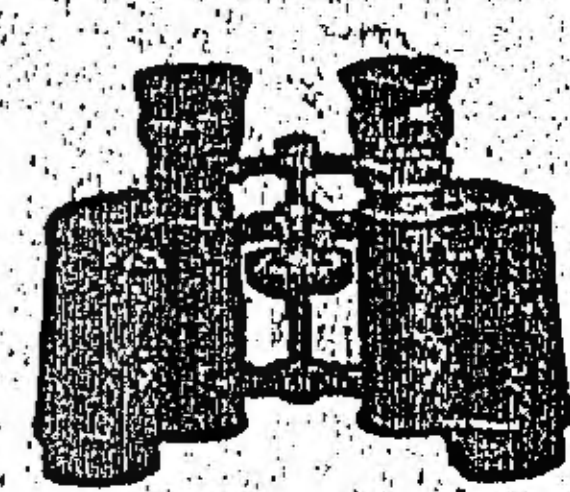
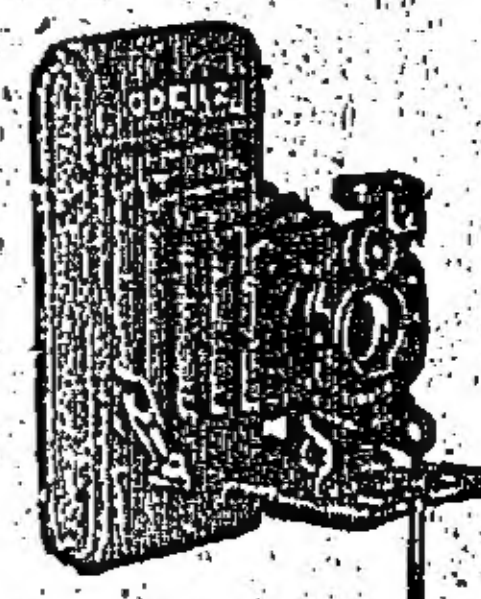
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EASMA CLUB.

ANNUAL GENERAL MEETING
YESTERDAY.

The annual general meeting of the Easma Club was held on the Club premises at 5.30 last evening, with Mr. J. Gordon Leask in the chair, and a fair number of members present.

Various matters dealing with Club finances were brought up, and when these had been satisfactorily answered, the balance sheet and report were adopted by unanimous vote.

The election of officers was then proceeded with and resulted as follows:

President, Capt. T. T. Laurens; vice Presidents, Messrs. Pearce and McKenzie; Chairman, Mr. J. Gordon Leask; vice-Chairman, Mr. Feltham; hon. Secretary, Mr. R. J. Hunt; Committee, Messrs. S. A. Roberts, T. N. McReynolds, J. Murray, E. S. Carter, J. Brennan, R. C. Wilson, H. A. Rodgers, W. S. Dixon, F. Clemes and P. Condon.

Messrs. Percy Smith and Fleming, the hon. auditors, and the hon. solicitors, Messrs. Deacons, were re-elected in their respective capacities, and a vote of thanks accorded for their services during the past year.

ONE MILLION HEROES.

A NEW ABBEY MEMORIAL.

Rugby, Oct. 15. Immediately before the opening of the Imperial Conference next Tuesday the Prince of Wales will unveil a tablet erected by the Imperial War Graves Commission in Westminster Abbey to the memory of the one million dead of the British Empire. The Prime Minister and representatives of the Dominions and Colonies now assembled in London for the Conference will be present.—British Wireless.

CHINA'S WAR.

FRENCH PROTEST.

Peking, Oct. 15. The report that Southern troops fired on the French gunboat Alerte on Oct. 13 is confirmed. One French marine was killed and another seriously injured. The gunboat was compelled to return the fire in self defence.

The French Legation has lodged a strong protest with the Foreign Office and instructed the French Consul at Hankow to make energetic representations to the local authorities.—Reuter.

JAPANESE MINISTER.

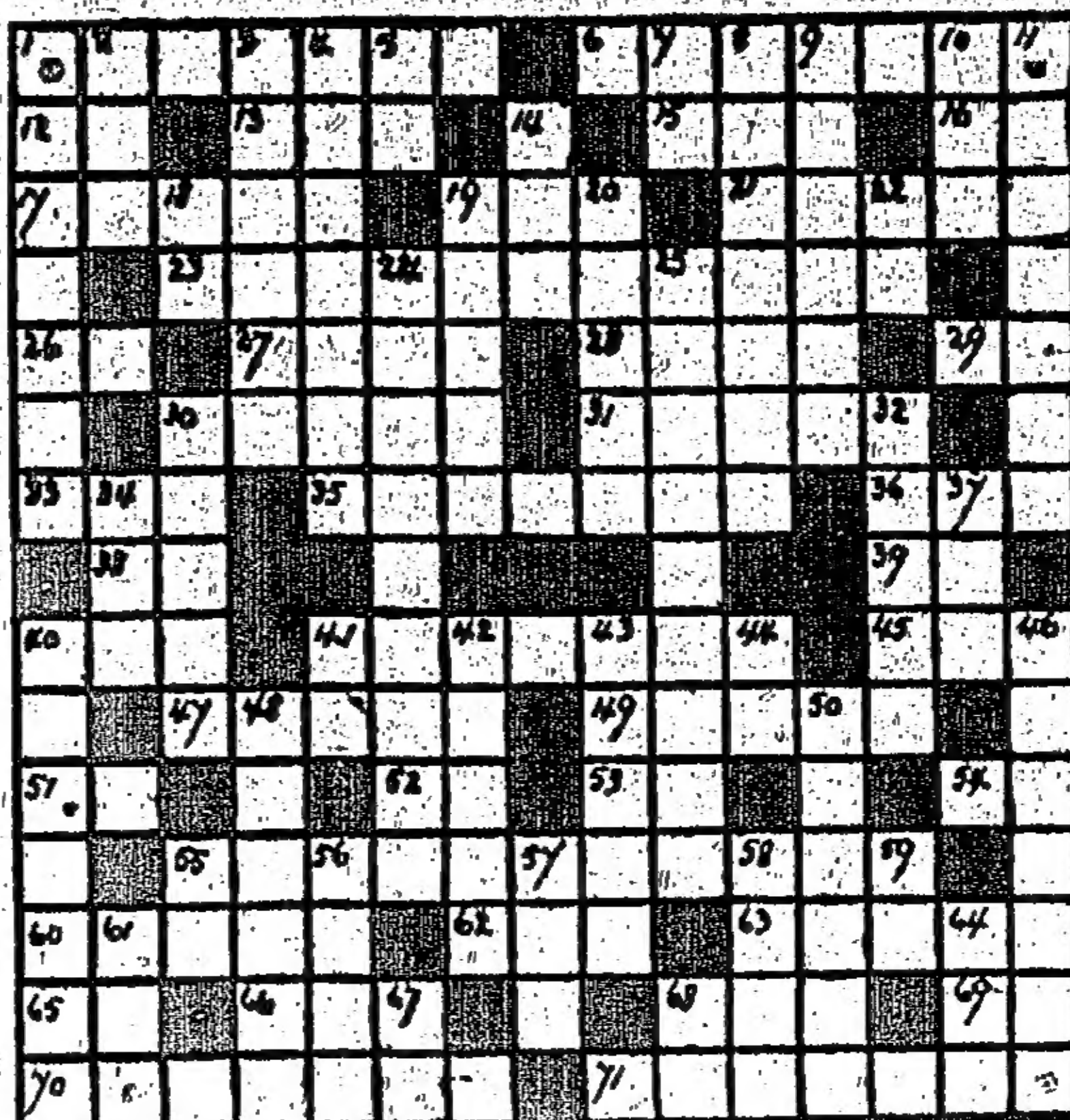
MR. YOSHIZAWA RETURNS
TO PEKING.

Peking, Oct. 15. Mr. Yoshizawa, Japanese Minister to China, arrived this morning.—Reuter.

AN AMERICAN BANK
AMALGAMATION.

New York, Oct. 15. The Irving Bank Trust Company has amalgamated with the Exchange Pacific National Bank. The combined resources amount to \$795,000,000.—Reuter's American Service.

OUR CROSSWORD PUZZLE.



Across.

1. Crayons.
6. Street in Berlin.
12. One of the forces.
13. Tailored cloth.
15. Bird of Arabian fable.
16. Branch of the army.
17. Carnivorous animal.
19. Skill.
21. Stems of bamboos.
23. Forgetfully.
26. Correlative of either.
27. City of Peru.
28. Clip.
29. Happen.
30. Looks slyly.
31. Strongly scented perennial herb.
32. Girl's name.
35. Small ropes forming ships' ladders.
36. Donkey.
38. Actually there.
39. In the matter of.
40. Consumed.
41. Rivers.
45. Find fault constantly.
47. Proportion.
49. Pens for small animals.
51. Company.
52. Able-bodied seamen (abb).
53. Rugby Union.
54. Hera, a name for gold.
55. Burst into bloom.
60. Automobile.
62. It is (contraction).
63. Runaway.
65. Slang for father.
66. Portuguese coin.
68. Short poem.
69. Within.
70. Those engaged in commerce.
71. Used for sewing.

Down.

1. Suggest.
2. Smart.
3. Threefold.
4. Sooner.
5. A politician.
7. Before.
8. Alarm-bells.
9. Beds of oysters.

Exist.

11. Employers.
14. Thrice.
18. Shows motion towards.
19. Order to cease (Nautical).
20. Famous composer.
22. American city (Abb).
24. Unprejudiced.
25. Being of one accord.
30. Father.
32. Tules.
34. Tub.
37. Ocean.
40. Account.
41. Street (Abb).
42. Mechanical man.
43. Square measure (Plur).
44. Thus.
46. Grounds for cultivating plants.
48. Give forth.
50. Shamed.
55. And (French).
58. Unrestricted.
57. Edge.
59. Submit.
61. Perform.
64. Essential to rowing.
67. Article of food.
68. Edward Rex (Abb).
69. Diphthong.

YESTERDAY'S PUZZLE.



OIL PROFITS.

A GOVERNMENT WINDFALL.

Rugby, Oct. 15. The British Government have received a windfall of some seven and a half million sterling in consequence of the Anglo-Persian Company decision to capitalise £4,475,000 out of £5,169,128 to general reserve.

This decision means the distribution of a bonus of one new share for every ordinary one pound share held. The British Government holds five million ordinary shares. When the news of this share bonus was received yesterday, the shares rose from £4 27/32 to £5 9/16.

At this figure, the Government's holding is worth over £41,000,000. Allowing, however, for a fall after the bonus has been declared, it is probable that the Government's net gain will be about £7,700,000.

In addition, the Government receives a 17½ per cent dividend for the year, against 12½ per cent for the previous year.—British Wireless.

IT'S AN ILL WIND.

COAL STRIKE BENEFITS
GERMANY.

Berlin, Oct. 15. The textile industry in the Krefeld and Munchengladbach districts, which are West Germany's Lancashire, are booming, largely in consequence of the British coal stoppage.

Spinning, weaving and other process mills, the cotton, woollen and silk trades, are running full time, and in some instances double shifts.

There is a similar situation in numerous factories where clothing is made up.—Reuter.

ABD EL KRIM.

ARRIVES AT HIS HOME
OF EXILE.

Paris, Oct. 15. The Matin announces that Abd el Krim has arrived at Reunion Island.—Havas.

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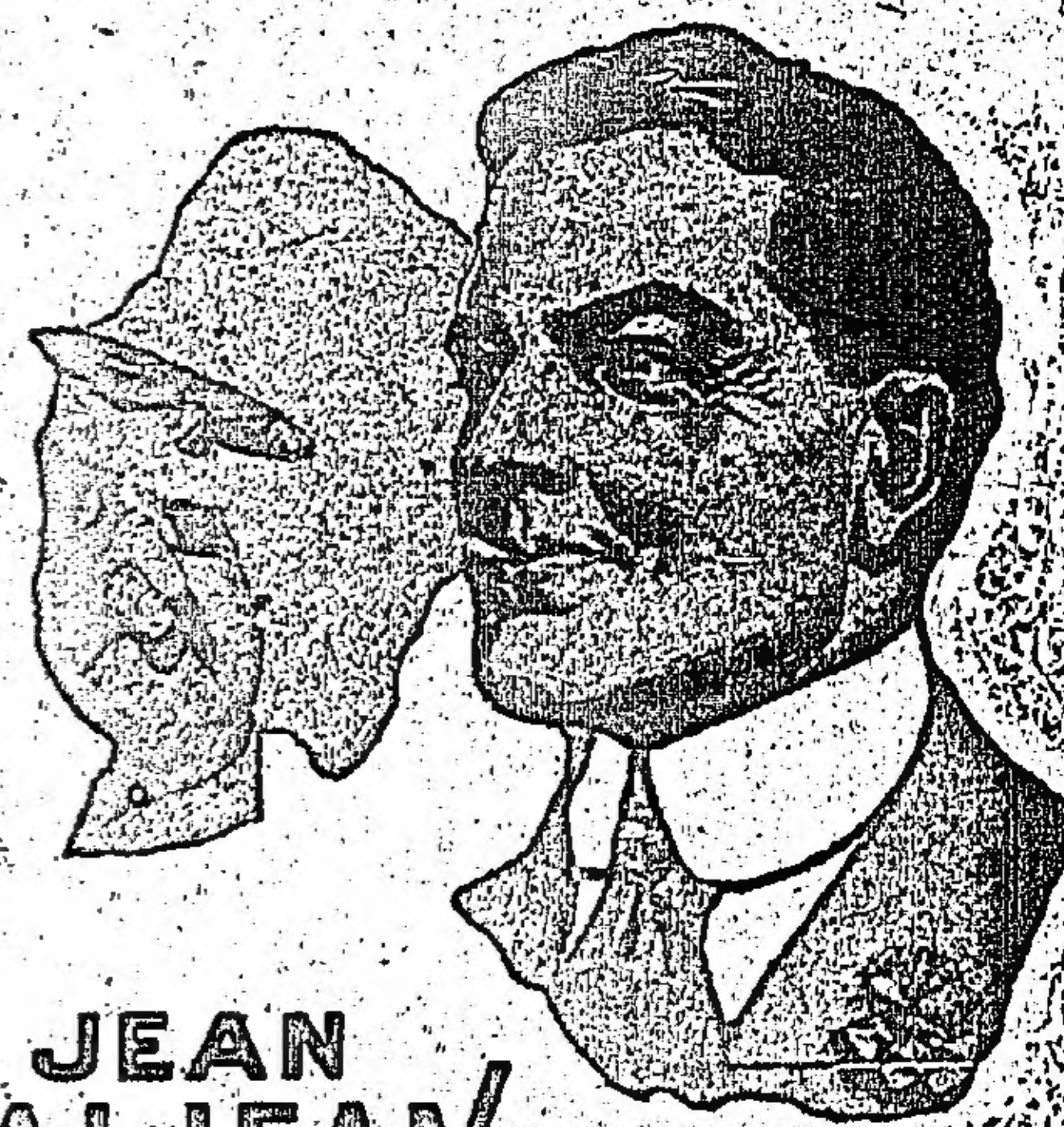
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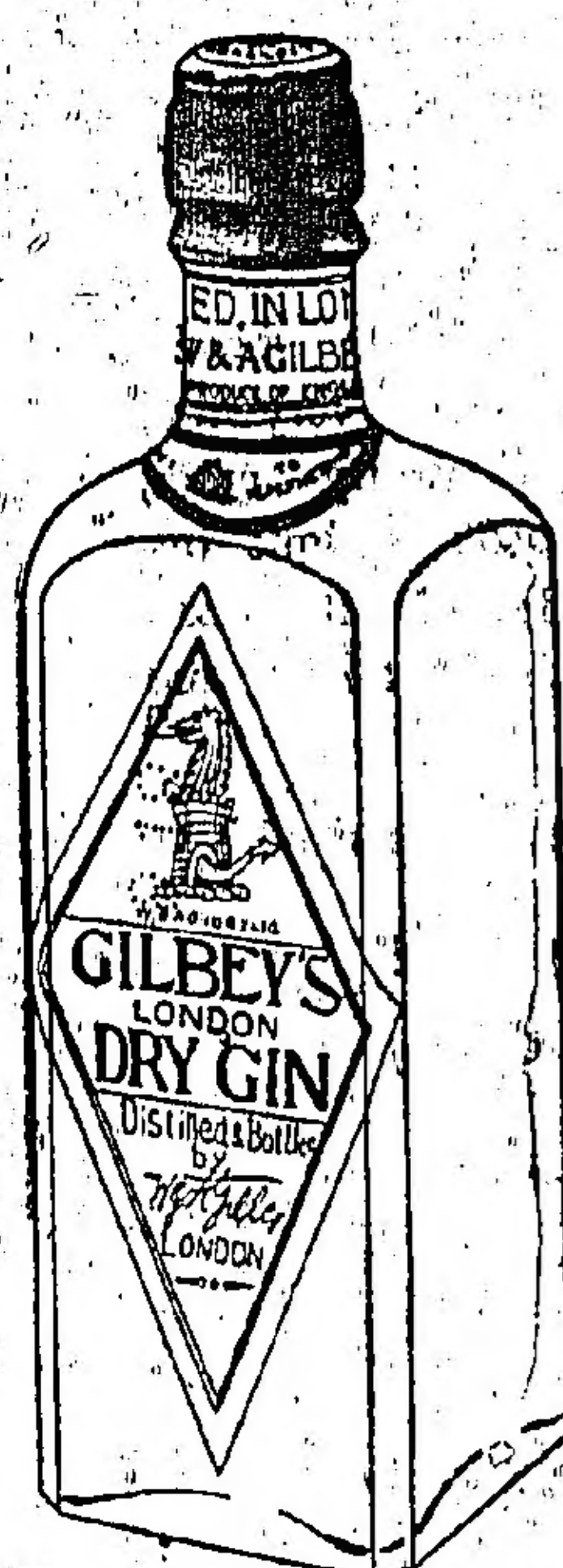
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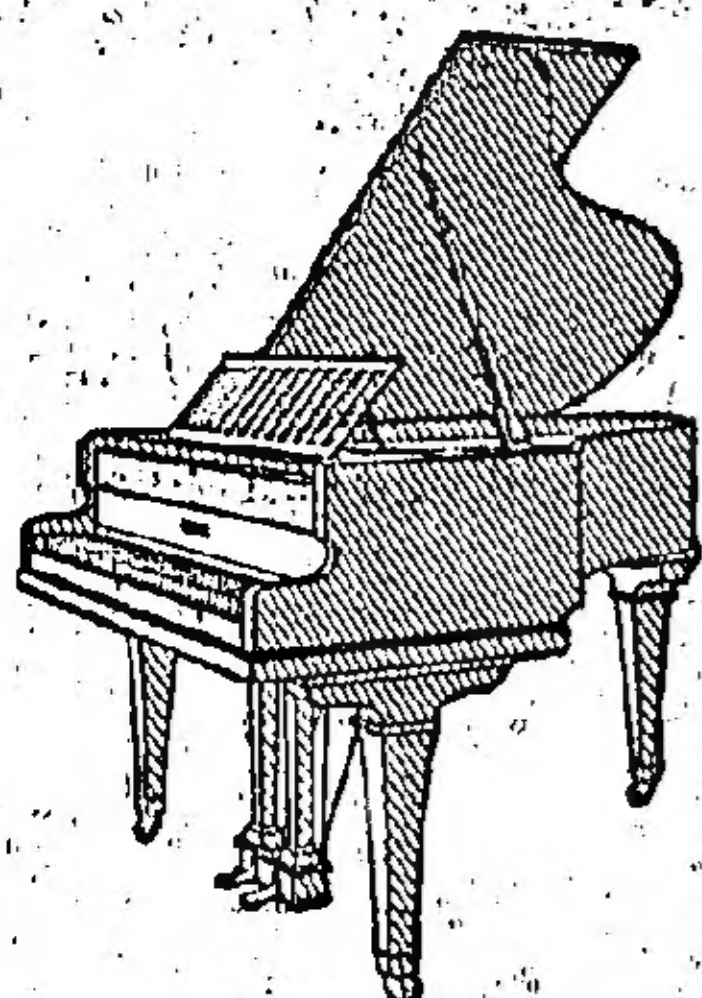
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The Telegraph

SATURDAY, OCTOBER 16, 1926.

THE BUDGET.

The Budget speech delivered in the Legislative Council yesterday afternoon by the Hon. Colonial Secretary will, we imagine, meet with a somewhat mixed reception. So far as the financial position is concerned, the outstanding fact is that a series of adverse factors has had the effect of reducing the Colony's surplus almost to the vanishing point, and that it has been found necessary to resort to a policy of borrowing. There is, happily, not the least need for alarm on this account, for we have sufficient faith in the future of Hongkong to believe that there are far brighter days ahead. The loan policy has much to commend it, and it might with advantage have been adopted long ere this. It is chiefly necessitated by embarking on schemes of big public works, which are quite necessary to the development of the Colony, but for which the present generation should not be expected to pay in full. Any proposals for heavy taxation would therefore have been most ill-timed, and we are glad that the Government has avoided any marked recourse to such a step. At present, there appears to be a measure of timidity on the part of the Government in initiating loans, but we see no reason why that policy should not be more widely resorted to in view of the certain revival of the Colony's fortunes in the days to come.

What we are far more concerned about than the possibility of borrowing being overdone is the steady increase, year by year, in the actual cost of Government. The present Budget is a striking example of this tendency, for there is scarcely a Department in which new posts have not been created. Indeed, an increase over the present year of nearly four lakhs of dollars is budgeted for in personal emoluments alone. Some of this expenditure may be desirable and necessary, but we doubt the wisdom at the present moment of such wholesale reforms as are proposed in one or two instances. Under ideal conditions, the new posts in the clerical departments, the Harbour Department, the Treasury the Audit Office and the Official Receiver's Office might be prudent, but surely in times like the present these additions might be held over. The point is that all these increases mean more expenditure and very little, if any, more re-

venue. Similarly, the Naval Reserve scheme would undoubtedly have its value in times of emergency, but is it worth while just now to embark on a project which may mean an outlay of anything up to a lakh of dollars a year?

On the question of big public works, the Government speaks of continuing, and, as far as possible, completing those to which the Colony is at present committed, but we cannot see much evidence that that is really to be the case. To take the question of the new prison, as an example, it is merely stated that the Government is unable to proceed with it. The reason is not given, neither is it stated whether the project is merely postponed or abandoned. As a consequence of this decision, a sum of \$56,000 is to be spent (thrown away might be the better term) on patching up Victoria Gaol, whilst a good sum is required for rented quarters for married warders. This we consider false economy, especially seeing that a quarter of a million dollars have already been spent on site preparation at Ngau Sha Wan. Then with regard to the Shing Mun Valley scheme, does the Government policy mean that the idea of bringing water across the harbour has been abandoned? If so, we consider that the millions which will have been spent by the end of 1928 will have been very largely wasted. A definite pronouncement on this point would be welcomed. Nothing whatever is said in the speech regarding the port development scheme. Has this also lapsed? The re-absorption of the department entrusted with this work by the P. W. D. looks like a retrograde step, and, incidentally, the opinions expressed thereon are in direct conflict with the views of Sir Edward Stubbs.

On the general question of public works, we would rather see these pushed forward by loan than held up whilst trained staffs, whom it is unwise to disperse, are waiting for future expansion. As to other aspects of the Budget, we do not quite approve the new water charges or the increased hospital rates, but these are matters on which for the moment we must withhold extended comment.

A Sincere Gesture.

There is a ring of deep sincerity in the remarks which His Excellency the Governor delivered at yesterday's meeting of the Legislative Council in relation to Canton and its anti-Hongkong attitude, and we feel sure that the people and Government of Canton will fully recognise that sincerity. Hongkong and Canton are not rivals, but are complementary to each other, and we here will be among the first to pledge our full support in all that makes for the beneficial development of the neighbouring provinces. Words such as these from a man like Sir Cecil Clementi ought, ordinarily, to provoke friendly overtures and excite confidence, but one realises that to-day it is a question as to how far the inhabitants and officials of Canton have allowed themselves to be blinded by the prejudiced preaching of Bolshevik agents, whose one delight seems to be the condemnation of all and everything British. Tearing aside that veil of destructive make-believe, Sir Cecil showed how the aims and ideals of the Chinese and the British run so remarkably parallel and how there is nothing but good to be gained on both sides by close and friendly contact. He made an eloquent plea for by-gones to be treated as bygones, for a resumption of the normal and traditional relations of amity and for a common reach forward to a happier future; and it is difficult to think that that plea will fall on anything but responsive ears. When our Governor tells Canton that we wish to be very close friends as well as very close neighbours, it is a simple statement of the truth and one which, it is to be hoped, will find an echo in the hearts of the more responsible elements in Canton. As has so

DAY BY DAY.

I AM ALWAYS AFRAID OF A FOOL. ONE CANNOT BE SURE THAT HE IS NOT A KNAVE AS WELL.—Hadiit.

The Colony had a clean bill of health on Thursday.

It is officially stated that Sir Laurence Guillemard is paying a State visit to Bangkok for four days commencing December 28th.

Quarantine restrictions imposed by Hongkong against arrivals from Taiching on account of cholera have been removed.

The name of Mr. H. B. Forsyth, C.A., has been added to the list of those qualified as auditors under the Companies Ordinance.

After several days' delay, the s.s. "Borneo" arrived last night from Hongkong. She met with very bad weather on the trip up from the Indo-Chinese port, which she left last Sunday.

Last night the Italian Opera Company gave a fine performance of the old favourite, "Rigoletto," in which the principals did extremely well. To-night, the Theatre Royal season will end with "Carmen," and a big house is anticipated.

The Observatory returns for September show that the average mean temperature was 81.5, the highest recorded being 91.5 and the lowest 78.7. There were 214 hours of sunshine and 17.30 inches of rain. The average humidity was 80 and the lowest barometer reading 29.34.

The use of Lysol as a means of committing suicide has figured in several cases reported to the local police. From Yau-mat yesterday came the report that a woman at 233, Temple Street drank a quantity of the disinfectant, after a domestic quarrel. She is now lying in a serious condition at the Wong Wah Hospital.

Three cases of Chinese being attacked and bitten by dogs during the past twenty-four hours are given in police reports issued this morning. In all instances, the animals concerned were black chow dogs. The victims were given treatment at the Government Civil Hospital, while the dogs were removed to Kennedy Town for observation.

Amongst the passengers who left by the s.s. Changie were: Mr. & Mrs. C. C. Nelson, Mr. & Mrs. N. R. M. Shaw, Mr. H. B. Dickson, Mr. & Mrs. Ivan Guttman, Mr. H. W. Blackie, Mr. G. Andrie, Miss M. E. Cochran, Mr. & Mrs. P. H. Adams, Mr. R. Brock, Miss J. Harbison, Miss E. Chapman, Mr. W. Peosner, Mr. Walter M. Pike, Mr. W. C. Evans, Miss M. R. Sharp, Miss E. M. Bridge and Miss I. A. Twell.

An examination for the final examination of persons who have been bound by articles of clerkship for a period of five years as provided in the Legal Practitioners Ordinance, in order to ascertain the fitness of such persons for admission to practice as solicitors in the Supreme Court of Hongkong, is to be held on Monday the 16th, Tuesday the 16th and Wednesday the 17th November.

At the annual meeting of the Penang St. Andrew's Society, Dr. Sharp, who presided, said that the Society was in a prosperous condition. They had now a total membership of 152, an increase of 44 compared with the previous year, while their finances were in a respectable position. Mr. E. C. Thompson was elected President for the ensuing year. It was left to the incoming committee to arrange the celebrations for St. Andrew's Day.

Seven men and a woman were charged before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon in connection with the management of a Po-pui lottery gambling house. One of the defendants who had a previous conviction for a similar offence, having been fined \$200, was yesterday ordered to pay a fine of \$300, while a second man who had previously been fined \$100 was fined \$200. Four others, including the woman, were fined \$100 each while the remaining two were discharged.

often been pointed out, Canton and the provinces over which it is exercising control, lose heavily by a policy of cutting off Hongkong from their free and unrestricted use, and His Excellency's invitation ought to be very eagerly accepted.

SERVANTS IN HONGKONG

Some Tricks of the Trade.

The word *pidgin* is used between foreigners and Chinese to denote work, and the favourite sentence in which it appears is simple, direct, final, and absolute—"That no b'long my pidgin." I often imagine that it was one of the first communications made to the foreigners by the major-domo of those early days, and that his answer was equally simple, direct, and desirable—"Very good; catechee some man can fix."

The prospective candidate was waiting in the back premises; he was, of course, son, brother, cousin or relative of the No. 1 boy; and so, in time, the whole family became accommodated—on the patriarchal system. In those far-off days, a few more dollars were added to the monthly total, and what merchant-prince could be worried with such details?

Alas for the future! By February, 1922 to obtain a peaceful existence—and an efficiently-run house, it was necessary to keep nine indoor servants and six outside; this last consisting of four chair coolies, and two gardeners, the total wages being roughly one hundred and seventy dollars a month for fifteen servants. With this establishment you could bear the exhaustion of the climate for perhaps three consecutive summers, without danger of madness overtaking you—provided, of course, that you were well versed in all the tricks, and used the tact of the diplomat in seeing—and not seeing.

To the Chinese boy the next word of importance after *pidgin* is *squeeze*, and whereas the former refers to work, the latter he should properly regard as a profitable relaxation—or sport. It is the national game of China; and it is played with avidity from the borders of Siberia to the southern limits of Cathay. No sum is too small for discussion, and vast armies fight continuously for the big prizes.

After breakfast comes an embarrassed cook, dragging his feet over the polished boards and smiling nervously—always apprehensive of being found out. He bears a book purporting to be an exact list of the commodities used the previous day. "Twenty-seven eggs?" You await an explanation; and it comes in a stream of almost unintelligible words—omelets, cakes, sweets, souffles! Have you been running a restaurant unawares? So it continues. Not content with adding ten per cent to the price of every article—he buys for you, he makes twice that sum by deducting ten per cent of the article itself, so that, no matter in what shop you take refuge, or how you pay your bills, he is always ahead of the game. On a tray he shows you a tin of Brasso and a dozen boxes of matches; there seems to be an extra twinkle in his eye this morning; but the reason is not for you to guess. Pay your money, close the book, and return to your affairs. The twinkle in the eye of the cook increases. In the kitchen waits his "velly good friend" from the next house; and he also has been paid for Brasso and for matches. In a trice, one of the two tins of Brasso is opened, an old tin is produced and half filled from the new one. Both houses are thus supplied; and, used with care, half a tin will last the requisite number of days in each case.

Looking carefully at the private accounts of these cooks, you will see, on the credit side, they can divide the ten per cent increased charge on each tin already paid, and also have in hand one tin of Brasso; readily convertible into hard cash at the shop, of their grocer friend. From a rough count of the household commodities and certain foods, some idea of the scope of this charming game can be realised. A store, cupboard helps, but the house soon becomes overrun with rats, mice, flying and creeping cockroaches, and the many kinds of ants found in these latitudes. I am dealing

with life as it is, and not with the ethics of it, so I must be honest and admit that, after a late night or a dose of fever, I am in no mood to deal out lumps of sugar to an obviously discontented household.

There is only one solution. If you have the good fortune to be blessed with congenial servants, and do not care to shut your eyes to much robbery, you can fix the monthly sum of cleaning materials, and refuse more. If your servants are reasonable, they will agree with a good grace; if they are not, your house will be dirty, and the answer will always be the same—"I no got Brasso."

East is East, and West is West, and never the twain shall meet; but should they do so on equal and confidential grounds, Europe would learn more things of the running of a Trades Union than are dreamt of in her philosophy. The Chinese is described as inscrutable, immovable, unemotional. These are fallacies. But he can keep a secret unto the jaws of death—and beyond.

Of late years our domestic troubles have led us to discuss means of alleviation and defence. A much-desired reform is, one compelling the registration of servants on the simplest of lines. The present method of admitting these ten to fifteen strangers into one's house is to get the No. 1 boy of a friend, or an institution, to gather his surplus clan on your behalf. They often bring letters of recommendation, written and signed on stamped paper by some well-known resident, and probably couched in glowing terms; for there are some very excellent servants here in Hongkong. The note states that Kwong Cheung was a washerman or woman, cook, coolie, or boy for five years with the signatory. You are naturally disappointed to learn that "Missy no stop this side any more, just now" and that therefore you cannot verify. You ask a few questions—"Yes, yes, missy have got red hair, two children, etc." You decide to take her or him, and the chances are even, that you have got a very good servant. He or she, then proceeds to pay a large part of the first month's salary to the genuine owner of the testimonial and of the necessary details.

Ten years ago domestic service was a comparatively highly paid and honourable profession. Since the strikes of 1922 and 1925, the type of man and woman who regarded it as such has disappeared, giving place to opportunists who are mostly unsatisfactory and frequently dishonest.

Custom dies hard. It is usual to compliment the French woman above those of other nations for her *chic*; and likewise to tell the tale of a Chinese servant, that, if he is bad, he will thieve, when he considers it necessary or desirable, from others, but that at all times his master's goods are sacred.

Alas, alas, he came to me privily, and whispered a myotic warning, that my house-keeping money was unsafe without a better lock. In due time a locksmith appeared and gave me a new key. Ten days later the money disappeared. In retrospect, it is easily seen; that two keys can be made from the same pattern, but need not necessarily be carried by the same person. When the police arrived to take him away, their first remark enlightened me sadly—"Oh! It's you again, is it?" It was. Again and again, but always able to get employment, having ceased to be a guest of the King, on account of his excellent English, greying hair, and charming manners!

I do not say that registration would lighten all our darkness, but the payment of a yearly fee, sufficient to cover the cost of keeping a photographed account of each servant and to allow certain notes to be kept of employers, would stop many deceptions which are now being practised.

TISTHENES.

FRENCH REVENUES.

BIG EXCESS SHOWN OVER
LAST YEAR.

Paris, Oct. 15.
The revenue returns for September totalled 3,132 millions of francs, an excess of 1,267 millions compared with September, 1925; and the first nine months was 25,295 millions, an excess of 6,801 millions compared with the same period last year.—Havas.

DIRIGIBLE FLIGHT.

AN OVERLAND TRIP FROM
LAKEHURST TO DETROIT.

Detroit, Oct. 15.
The Los Angeles has arrived.—
Reuter's American Service.

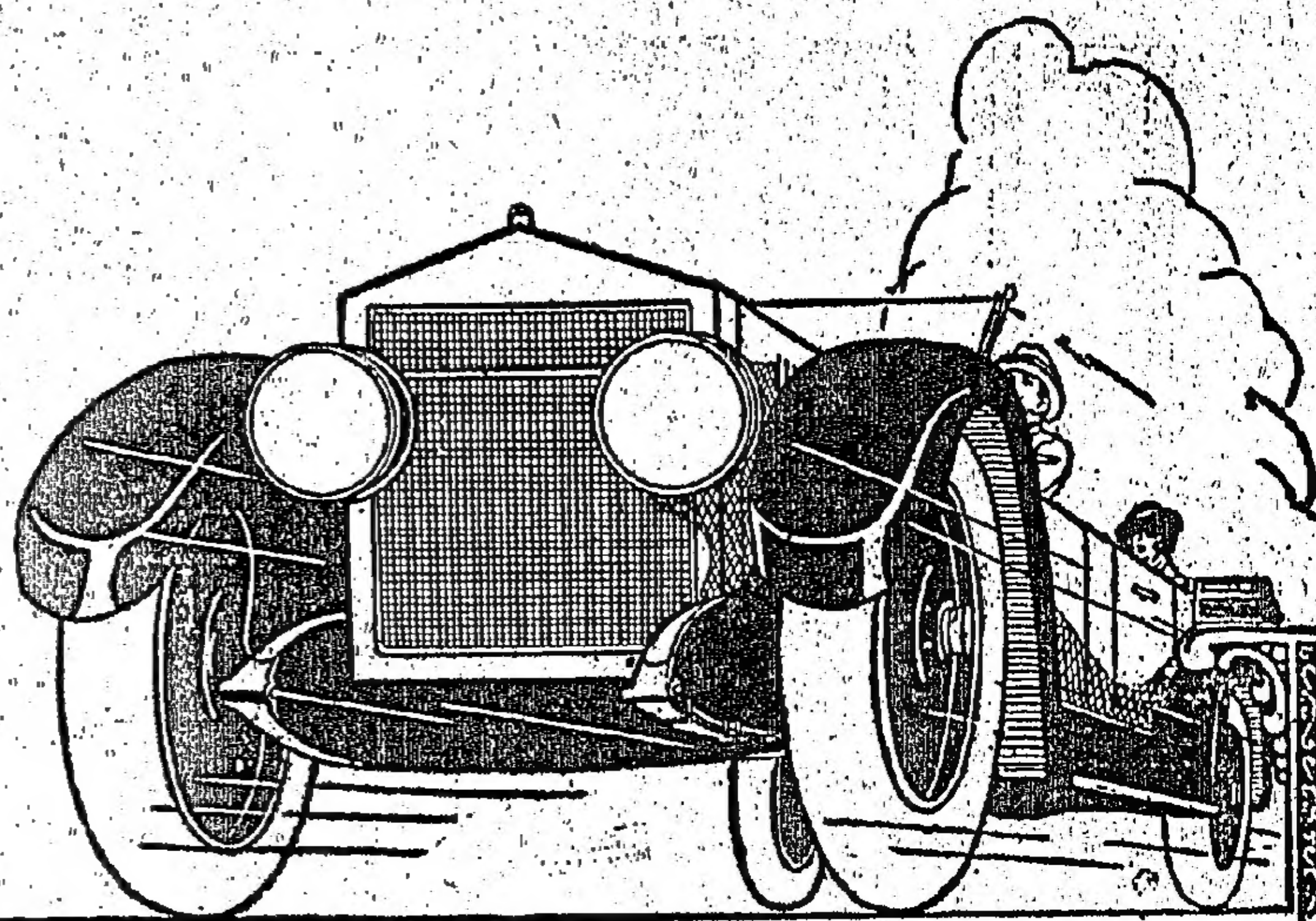
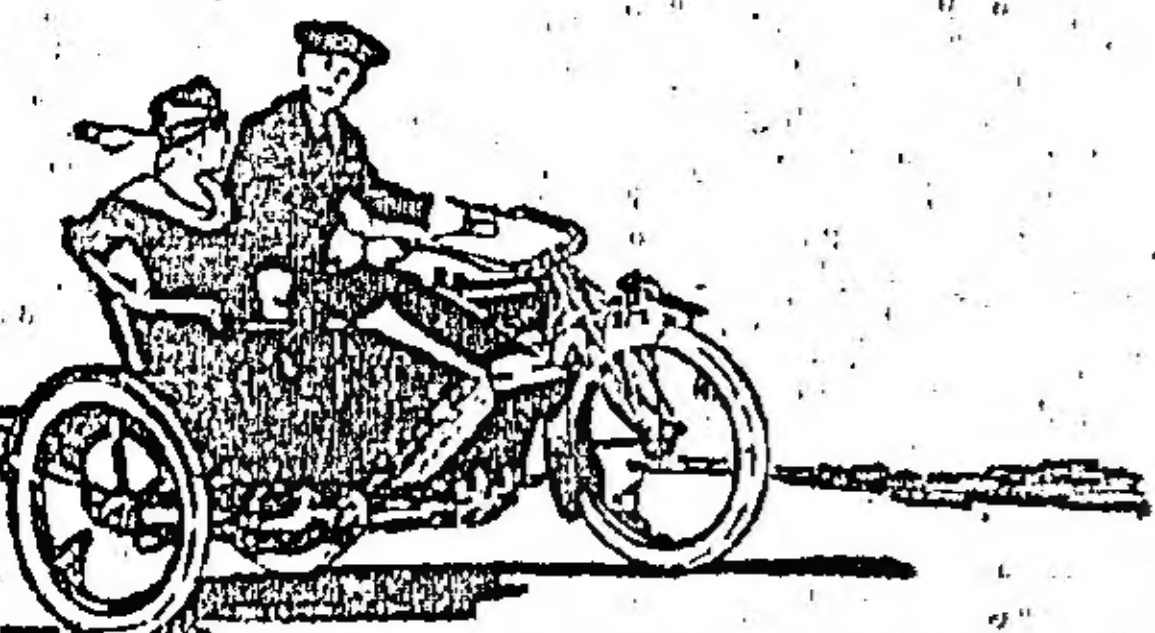
Bronxbury High School girls have raised \$100 to help a school fellow to take up a scholarship at Oxford.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 16th OCTOBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Garages.

The greatest handicap which many motorists are faced with is the provision of suitable and easily accessible garaging space. The motor trade itself suffers in consequence, and in turn, the revenue derived from motor vehicles is limited. The question must surely be faced by the Government, and something more should be done than merely providing a few garages on the Peak. The Hongkong Hotel Garage next to the Peak Hotel (to the regret of some of the hotel residents) is already crowded to an extent which is scarcely beneficial to the cars housed therein, and the result of the paucity of accommodation undoubtedly prevents some residents from acquiring cars. Other parts of the Colony are similarly situated, and unless a chauffeur be engaged, the trouble of getting the car when wanted is undoubtedly a serious obstacle to the man of moderate means who desires to do his own driving.

New Members.

Since the publication of the last list, the following motorists have joined the Hongkong Automobile Association:—

W. E. Hollands
Dr. S. Ho Asjoe.
F. E. Filmer,
F. W. Wood
H. Speth

A. A. Scouts.

For the benefit of members, H. K. A. A. patrols have been placed in front of the City Hall and outside the Star Ferry, Kowloon. Cars and cycles carrying the H. K. A. A. badge may be left in their charge.

The Flying Squad.

The suggestion to augment the present motor cycle branch of the Police Force by enrolling civilians as special constables, is quite a happy inspiration, and there is every indication that the response will even exceed expectations. From the civilian point of view, there is quite a sporting appeal, and the weekly instructions and practices will not only prove an interesting hobby for the "flying specials", but will create a particularly useful mobile force for use in emergency.

A "Flying Fire Squad?"

The suggestion might well be carried further by the creation of a volunteer squad of motor cyclists resident on the Peak, who would be willing to turn out at a moment's notice in case of fire. Such duty would necessarily be rendered outside of office hours, but the assurance that an outbreak of fire, during the night would be immediately tackled by chemical extinguishers, would indeed be gratifying. At the moment there are no Police motor cyclists stationed on the Peak, and if there is no prospect of mobile assistance being provided, the organisation of a volunteer force is well worth consideration.

Cobham's Appreciation.

Sir Alan Cobham who recently completed his successful flight to Australia and back, has sent the following telegram to the Head Office of The Asiatic Petroleum Co., Ltd.:—

"On eve my return flight to England I wish express appreciation of valuable assistance rendered by your Company from Malay States onwards during my flight to Melbourne. The excellent quality your spirit and completeness your supply organisation have proved important contributions to the successful completion of my outward flight. Despite widely varying conditions of climate and severe stress of weather our Siddleley Jaguar motor functioned perfectly."

AUTO THIEVES.

FRIGHTENED BY LIGHT.

A 30-inch searchlight, 30 years old, is credited with reducing the number of automobile thefts at Worcester, Mass. U.S.A.

When bandits are operating in the city, the powerful light is flashed in the sky. Policemen seeing the light phone to headquarters to learn the cause of the warning. After the signal has been given, the light is turned on the section where the crime was committed.

It is claimed that the light has reduced automobile thefts by 50 per cent.

WHERE THERE ARE MORE MOTOR CARS THAN PEDESTRIANS.



The famous Ormond-Daytona beach, with its wide hard-packed sand road, is one of the most popular driveways in Florida.

BRITISH BUSES.

POPULAR ALBION.

The 30/60 h.p. Albion bus which aroused such favourable comment last year by its extraordinary non-stop run from Glasgow to London and back at an average speed of over thirty-three miles per hour, has been the subject of many orders received by the manufacturers, the well-known Albion Co., in Glasgow. The chief difficulty is, apparently, to produce the buses quick enough to keep pace with the orders. One of the biggest bus combines in the country recently placed an order for three 29-passenger models, and five 25-passenger models, in addition to four of the light buses for 24-passengers, and one of the famous "Viking" motor coaches. Three 29-passenger models have been ordered for a large South African concern.

A rather interesting order is one recently received from a Scottish company who have been running buses for some time, but who have so far concentrated on vehicles of foreign manufacture. They are now increasing their fleet considerably, but apparently their experiences have swayed them towards British machines, and they will shortly be taking delivery of two front entrance and two rear entrance 25-passenger Albions, one rear entrance 29-passenger Albion, and one of the new 30/60 h.p. "Viking" coaches. The 25- and 29-passenger Albions are of the low-load line type, and are particularly suitable for rear entrance models where only a single step is necessary owing to the specially dropped rear frame.

HUGE ARMORED CARS.

Two huge armored motor trucks, said to be the largest ever constructed, have been purchased by the American Department of Treasury at a cost of \$14,400 for the two machines.

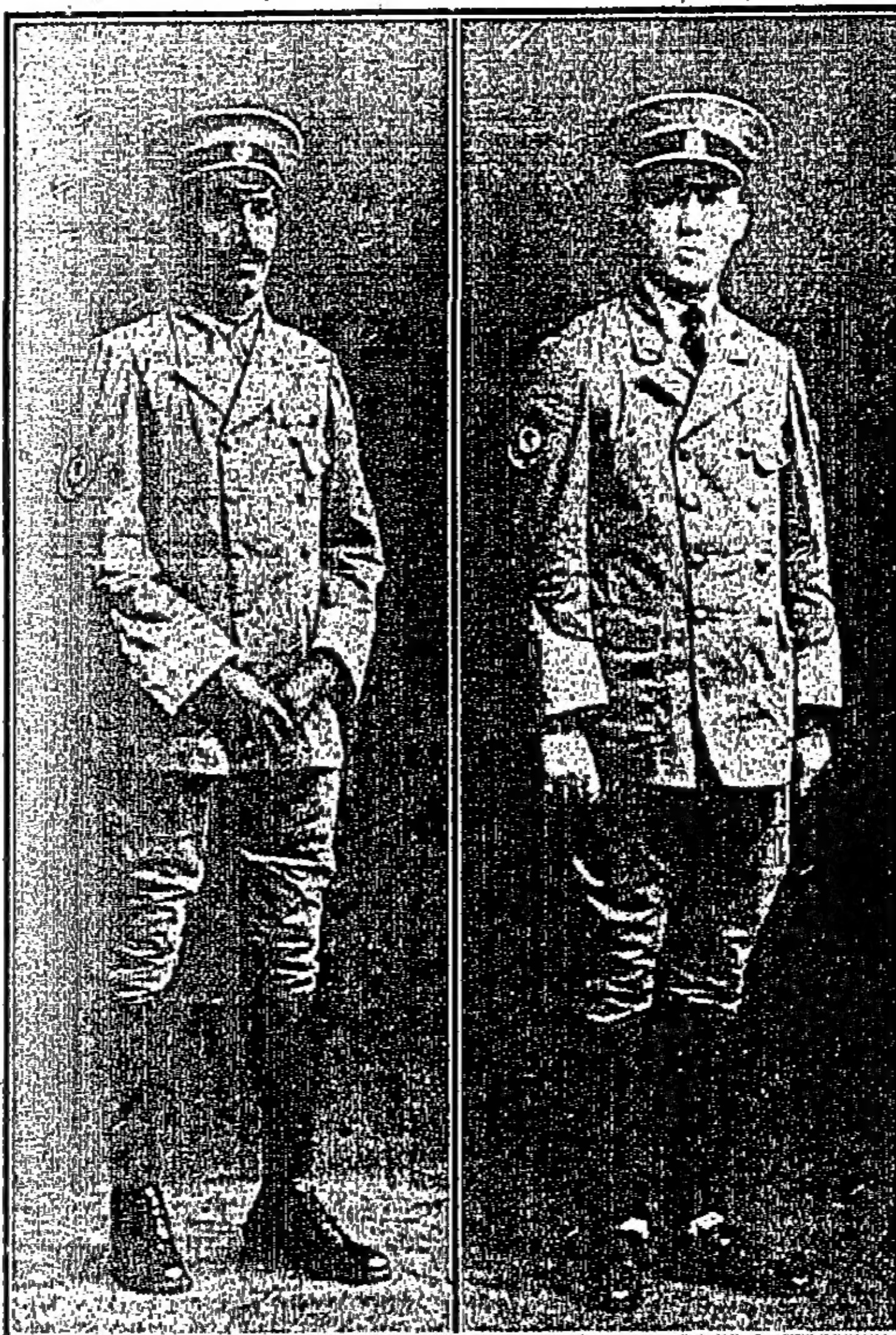
DEER RAMS AUTO.

A Minnesota motorist tells a tale of a buck deer committing suicide by running into the automobile he was driving. The tale is garnished by many interesting sidelights on the peculiar accident which caused \$50 damages to the automobile. He got the deer!

AIR-COOLED ENGINES.

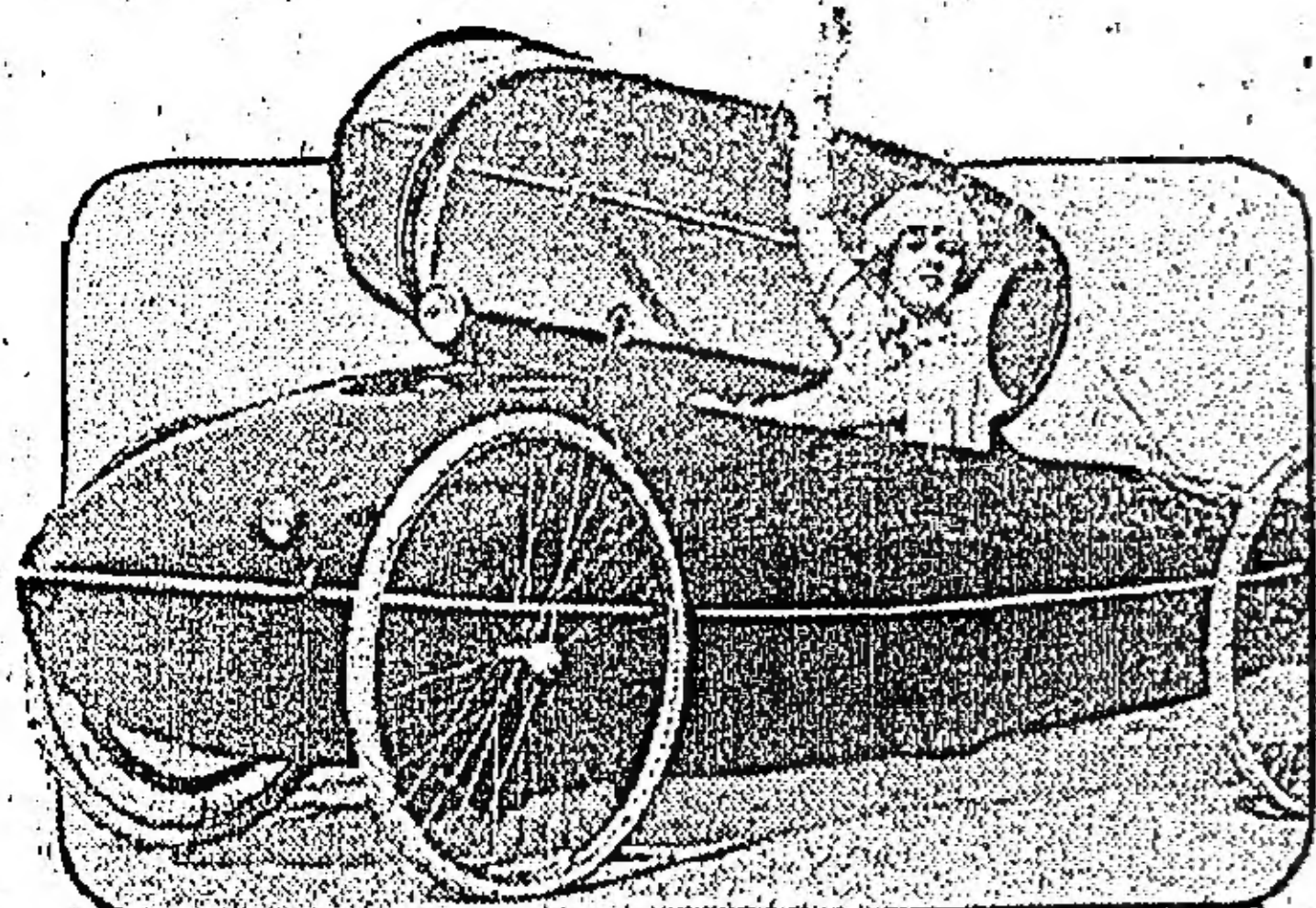
Air-cooled engines have definitely challenged the position of the water-cooled engine for aeronautic purposes, according to a report given by Commander E. E. Wilson, U.S.N., at a meeting of the Society of Automobile Engineers.

H. K. A. A. PATROLS.



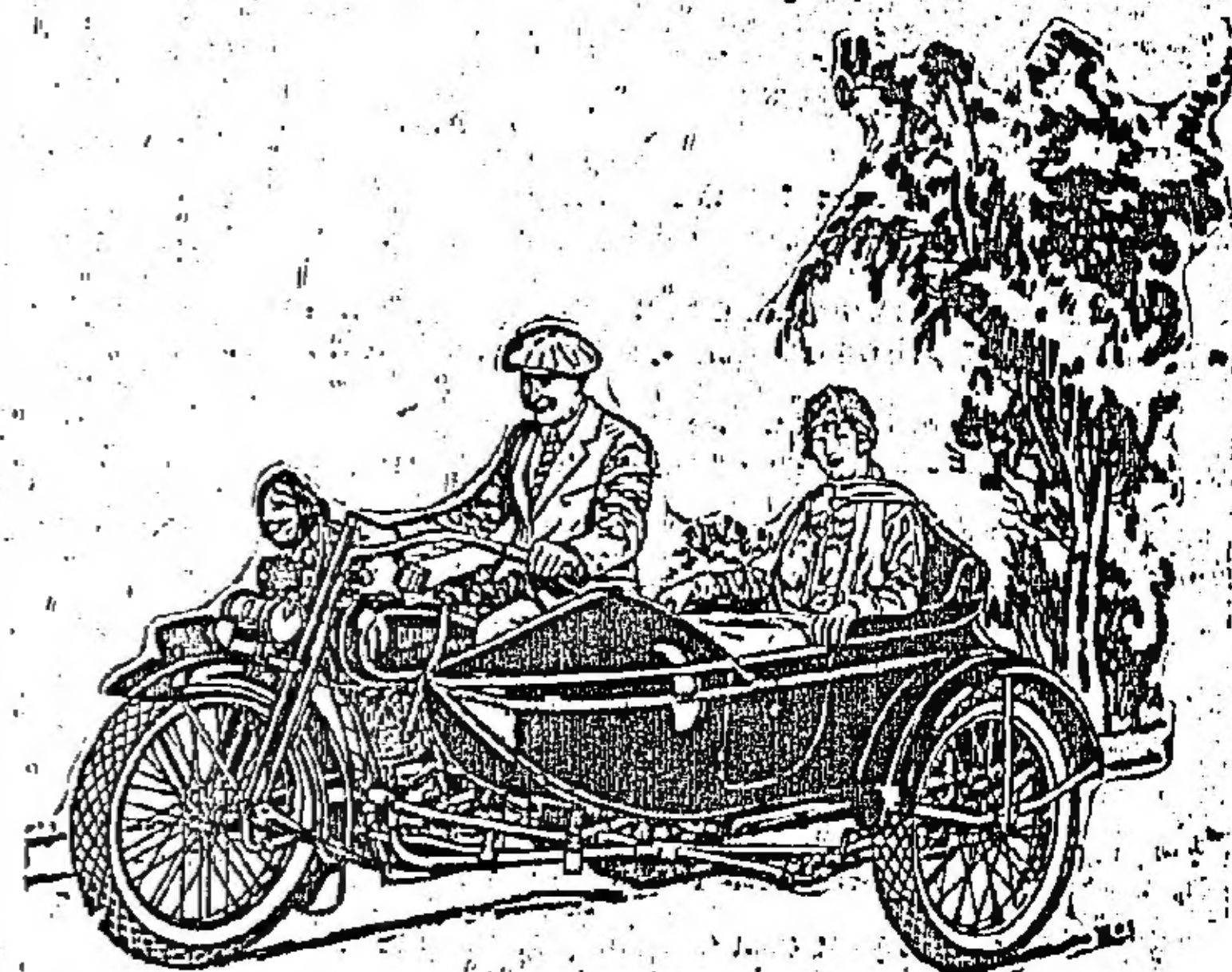
The H. K. A. A. uniformed patrols who have recently gone on duty in Hongkong and Kowloon in the interests of members of the Association.

A SCOOTER FOR SPEED KINGS.



Turn back the top and climb in! That's how to get into this "landskiff" invented by Dr. Manfred Curry and just shown in New York. Miss Kathlene Martyn is showing it. It runs on muscle power, like a rowboat, but it can pick up to a speed of 35 miles an hour.

The above is from a photo of the "landskiff" which has just made its appearance in New York.



THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

We take pleasure in announcing that the 1927 HARLEY-DAVIDSON CYCLES are now here.

Drop in and see the new features on the 'big twin'. A new sidecar body for the 1927 Model (very roomy). See the NEW SINGLES two models in stock.

Over-head-valve Motors (New Improvements) and the Side-by-Side Valve Motors.

Book your orders early, only a few left from our first consignment, next lot will be due here about Jan.

Genuine H.D. Spare parts in stock.

Repairs on all makes of Machines undertaken by factory trained Mechanic.
All Work Guaranteed.



Mobiloil

Make this chart your guide

There is hardly a person nowadays who hasn't played tennis, cricket or golf.

What tennis player, golfer or cricketer would be satisfied to play with a cheap ball? Very few, we dare say. There is no way in which the quality of a ball may be determined until it is used in actual play. To the inexperienced eye most tennis, golf and cricket balls look very much alike.

In play, the very best equipment possible is demanded and price is invariably a secondary consideration.

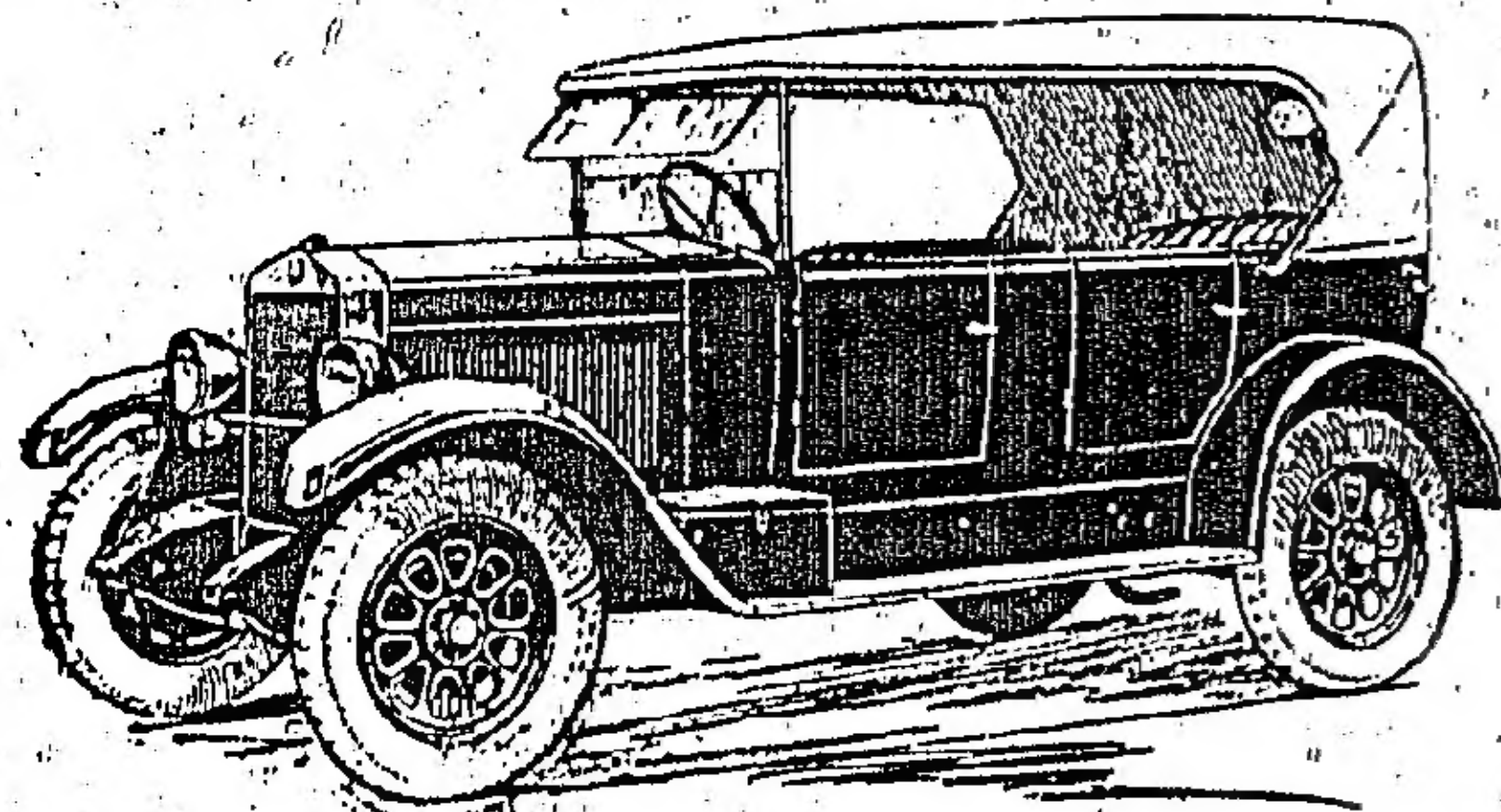
Yet, when it comes to the oil purchased for the lubrication of a motorcar engine the same man who demands the best tennis, golf or cricket equipment will take the oil offered him at a few cents per gallon less than the price asked for the best there is to be had—Gargoyle Mobiloil.

VACUUM OIL CO.

FIAT

LIGHT FIRM
ELEGANT SILENT
ROOMY SURE

FIAT-MODEL 503 NEW SHIPMENT ARRIVED



Light, silent, and economical, the Model 503 with its metal-frame, combines elegance and comfort.

Its metallic frame, electrically welded, is firm and cannot be distorted, thus ensuring a perfectly silent car.

Insulating material is inserted between the body and the chassis, deadening every sound and eliminating creaking.

The metallic body members are very light and strong, rendering the whole car very light and sturdy.

Let us show you this fine car.

Engine: 4 cylinder 15/30 H.P.
Speeds: 4 forward, 1 reverse
General equipment: Speedometer, clock, 4 wheel brakes, Balloon tyres, spare wheel and tyre, Head-lights (self-dimming), metal parts nickel-plated.

The very best you can get for your money.

Fiat Model 503 5 seater Torpedo De Luxe	\$2650
" " " " " "	\$2550
" " " " " "	\$2800
" " " " " "	\$3500
" " " " " "	\$3600

Agents:— for Hongkong and Canton

Societa Italiana Imp. Esp. Estremo Oriente, Ltd.,
Managers

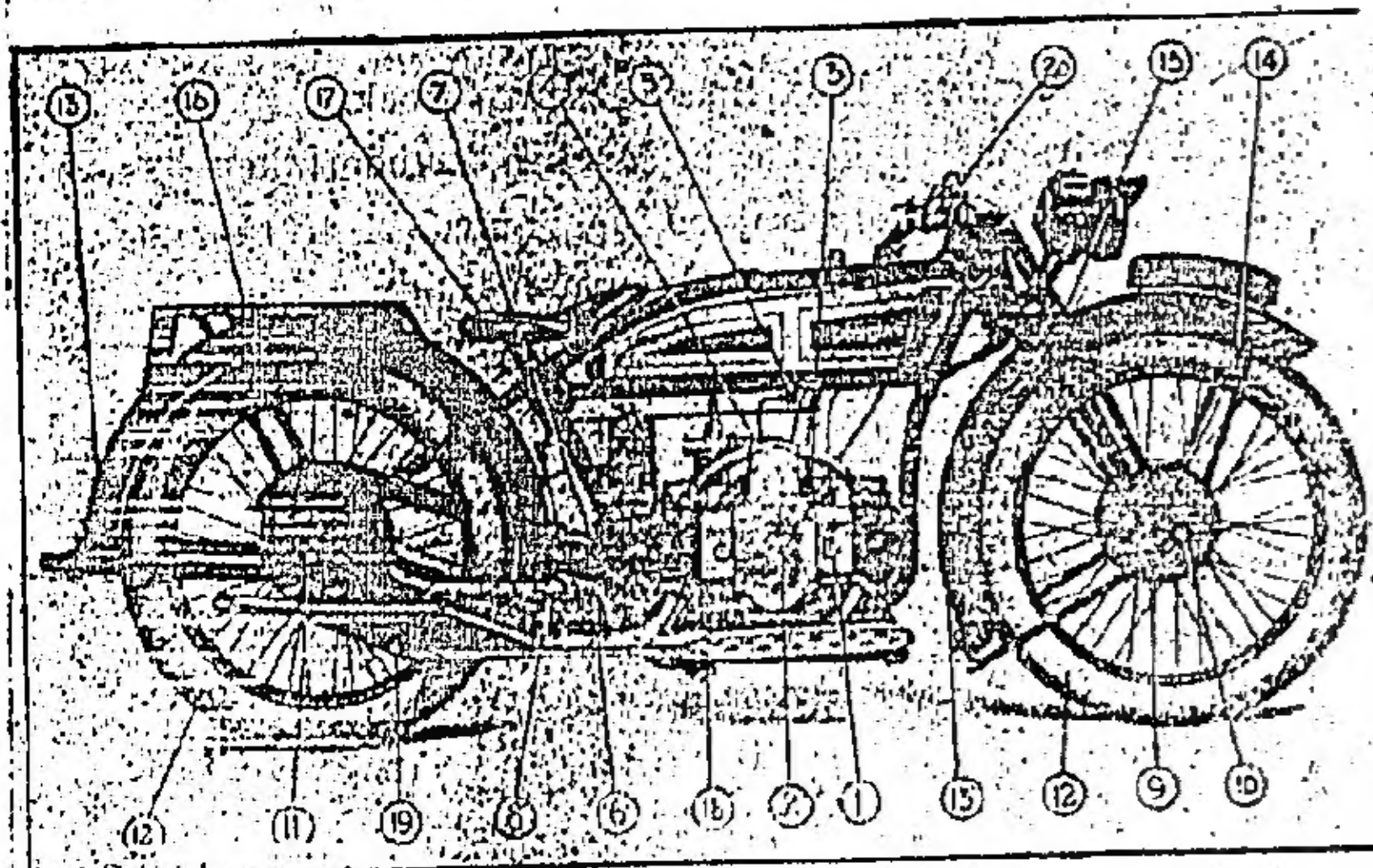
A. GOEKE & COMPANY,

3rd Floor, China Building.

Telephone C. 2221.

Telephone C. 2221.

DOUGLAS MOTOR CYCLES



Twenty reasons why you should choose an "E.W."

1. Enclosed valves.
2. Clean crankcase.
3. Mechanical pump lubrication.
4. Induction pipe heating jacket.
5. Petrol tap filter and drain.
6. New type gear box enclosed kickstart.
7. Gear box air vent.
8. Enclosed kickstarter.
9. Low pressure brakes.
10. Taper roller bearings.
11. Mud and waterproof wheel bearings.
12. 3 inch tyres.
13. Large section mudguards.
14. Flat mudguard stays.
15. New type fork shackle bolts.
16. Two tool bags.
17. Low saddle position.
18. Improved footplates.
19. New exhaust system.
20. Control wires through head.

ALEX ROSS & Co., (China), Ltd.

BANK OF CHINA BUILDING, HONGKONG.

Kowloon Agency:—

THE MOTOR CAR AND CYCLE EXCHANGE.

MICHELIN TYRES

GENERAL AGENTS & DISTRIBUTORS

FOR SOUTH CHINA

The EUROPE-ASIA TRADING Co.

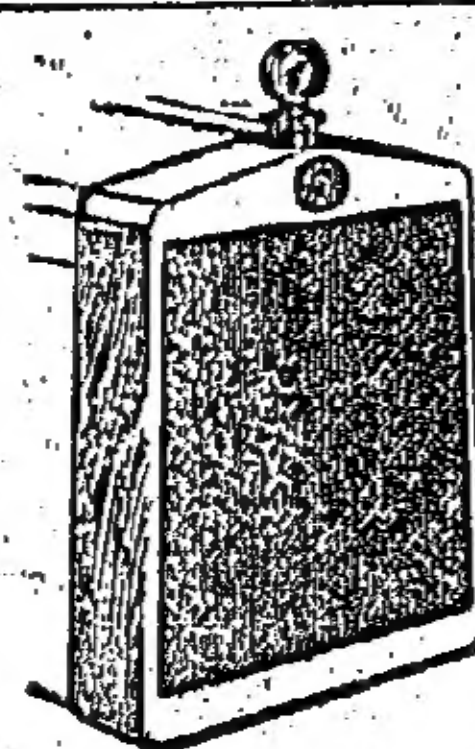
1st. Floor, Pedder Building, 12, Pedder Street.

Ask for the—

NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK



MORRIS PROGRAMME FOR 1927

MANY IMPORTANT IMPROVEMENTS

It is by no means an overstatement to say that the range of cars that are presented by Morris Motors (1926) Ltd. in their new programme sets an entirely new standard in car values. Not only have prices been very materially reduced, and the appeal of the whole range of models extended, but many very important improvements have been incorporated, not only in the coachwork, but also in the chassis. To such an extent have improvements in general been incorporated that, in the opinion of more than a few, they were sufficient to justify an increase rather than be accompanied by a drop in prices.

REMARKABLE VALUE.

The value presented by the 1927 Morris cars can, therefore, be said to be very attractive indeed, and this applies not only in this country, but all the world over.

Briefly, the general trend of the advances that have been made are as follows. In the past the Morris, because of its proven reliability and economy and general trustworthiness, has won for itself a very enviable reputation. A large output has been created by public demand. To-day the manufacturers have taken their fundamental design and improved it vastly, yet, because of the big scale of production for which they are fully equipped, they can incorporate these improvements and at the same time offer the new cars at appreciably lower prices.

Engine, gearbox and back axle remain unchanged, except for minor improvements. The frame, however, is entirely redesigned. In place of the three-quarter elliptic rear springs, long semi-elliptic under-lung members are now used, and the frame, which is a much more rigid and substantial job of deeper channel section is upswayed over the back axle, and downswayed again to the rear dumb-irons. Its side members are braced by a box formation of running-board irons and cross-hangers, so that a most sturdy and yet light construction is the resultant outcome. The new cars are better sprung than were the old models, and because of the improved springing they handle better on the road. Those who are conversant with the delightful way in which old-type Morris cars responded to their controls will realise that in the new models a very high standard of controllability indeed has been reached.

BETTER BRAKES.

The four-wheel brake system has been redesigned. A more direct system of operation has been instituted, and every brake now has a separate and individual adjustment, the necessity for lifting the floor boards when compensating for natural wear in the linings having been eliminated by placing the adjusting wing nuts at the ends of the brake rods, thus making them easy of access from the front and back of the car respectively. The new braking gear is very effective, and the distribution of pressure is exactly equal on four wheels.

A very important improvement is the incorporation of an all-steel dash. This rigid superstructure serves a multitude of good purposes, among which can be enumerated the following: It forms yet another cross-brace for the frame; it enables a perfect fitting bonnet to be used; it carries the seven-gallon petrol tank in such a way that it cannot drum and is easily detachable. It has also enabled a most attractive pressed-metal fascia board to be used, in which the instruments are all grouped together, are properly illuminated, and are, moreover, flanked by two "cubby" compartments wherein may be stored maps, gloves, or any of those small parcels that add so much to the convenience of the driver and his passenger.

Naturally the most immediately noticeable change in the cars is the new flat fronted radiator that has been adopted. How over attractive in general lines the old D-fronted radiator may have been, it was found that it was undesirable to match it up

with the new, deep-sided, fine-lined and more comfortable coachwork that is fitted to the 1927 models. Therefore this new pattern was evolved. Its bold, upstanding lines are immediately distinctive and handsome, and it is not uninteresting to note that an increase in cooling capacity of over 60 per cent. is provided. Thus the new models are equipped to withstand the hardest, most gruelling work under any climatic conditions, and boiling is now a thing of the past.

Mudguards have been improved in line and shape while retaining ample wheel clearance, and the frontal appearance has been also improved by the adoption of a "splash guard" at the bottom of the radiator. Thus it will be appreciated that, aesthetically and mechanically, the new Morris models present a very great advance.

Before dealing in detail with the individual models, it should here be mentioned that, among other things, the controls have been materially improved. Both clutch and brake pedals are now adjustable for reach. The steering column has a very easily varied rake, and the ignition and mixture controls on the steering column have been redesigned to have a nicer "touch," a more positive action, and no springiness in them. These alterations, together with the improved general handling of the cars, their greater stability on corners, and their freedom from roll, make the new cars extraordinarily pleasant to drive.

The electrical equipment (Lucas 12-volt) has been materially simplified, the cut-out and fuse now being separate from the switchbox, so that the wiring is less complicated and quite trouble-proof. The battery is carried in a cradle inside the frame, yet in a position where inspection of the acid level is an easy matter.

The foregoing applies equally to both 11.9 h.p. Cowley and 14/28 h.p. Oxford models, but the distinctive difference in size between the two types has been retained, the Cowley wheel-base being 8 ft. 9 in., while the Oxford is 8 ft. 10 1/2 in. Cowleys are fitted with 9 in. brake-drums and 27 in. by 4.40 in. tyres on three-stud wheels, whereas Oxfords have 12 in. brake-drums to balance their increased power, weight and speed, and have 28 in. by 4.95 in. tyres on five-stud wheels so far as the "open" models and coupes are concerned, the enclosed four-seater types (saloons, etc.) having 29 in. by 4.95 in. tyres and wheels. All tyres are Dunlop reinforced balloons. These, acting in conjunction with the long, supple springs and the all British Smith shock absorbers, provide ideally comfortable riding and road-holding qualities.

A "POPULAR" MODEL COWLEY.

As has been already indicated, the range of types has been extended. Although it provided absolutely unrivalled value in its class, the 11.9 h.p. Morris-Cowley in its 1926 guise was, it was felt, more than sufficiently adorned with accessories to meet some tastes and pockets, and while a car so fully equipped naturally appeals to those who appreciate such luxuries, there must be an equally wide circle of motorists, or would-be motorists, whose more simple requirements are met by a car which, while being absolutely reliable, comfortable and economical, is not equipped with anything that is no absolutely essential for pleasant, day in and day out, motoring. Therefore, for 1927 a new range of Morris-Cowley models has been produced, distinguishable mainly from counter-parts by the fact that they have rear wheel brakes only. On these models, two- and four-seater touring bodies only are listed, and the coachwork is in grey only. While absolutely identical, so far as engine, chassis, coachwork, etc., are concerned, with the four-wheel-braked Cowleys, these cars do not carry such a replete list of accessories, and, therefore, sell at appreciably lower prices. For instance, instead of two hand and two side-lamps being

CLIMBING TEST.

REMARKABLE AEROPLANE PERFORMANCE.

Imperial Airways, who are nothing if not thorough, recently wished to test the installation of the Armstrong-Siddley Jaguar engines in a 3-engined air liner. Knowing from experience that the engines have to work their hardest for the first few minutes while the aeroplane is climbing to its cruising height they arranged that the air liner, with its full load, should repeat this test fifty times in the course of 24 hours. Accordingly when the aeroplane had been loaded up, the pilot was instructed to climb to 3,000 feet, fly down to earth again, and repeat the performance fifty times with as little delay as possible each ascent. The test was carried out quite successfully without the air-cooled engines showing the least distress.

The height of Mount Everest is 29,002 feet. During the test the aeroplane climbed a distance which is equivalent to climbing Mount Everest five times and thus again demonstrated the wonderful endurance of its air-cooled engines.

provided, combined hand and side-lamps, with double-filament (dim and bright) bulbs, are mounted on the wings. Speedometer, clock, spring gaiters, and other nonessential items are not fitted. The upholstery, however, is the same, the quality of all material being the same as that incorporated in the other Cowley types. It is simply that these cars have not so many of those little refinements and accessories that while not perhaps essential, are very intriguing, pleasant and attractive. Both types of Cowleys represent equal value for money.

It is purely to meet the precise wishes of a larger section of the public that the two ranges have been introduced, a fact that will be fully appreciated when it is realised that it is now possible to buy a complete 11.9 h.p. Morris car, with all its many virtues, for the remarkable sum of £148 10s.

PATROLING MECHANICS.

Patroling automobile mechanics, who repair autos, fix punctures and give road information, are being sent out in the country district around Stockholm by the Royal Automobile Club of Sweden.

SPEEDERS SIGNALLED.

Bulgaria traffic control is both crude and humorous. Soldiers and policemen are stationed on roads leading into Sofia and when a car is adjudged going too fast, a warning is shouted by the officers.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

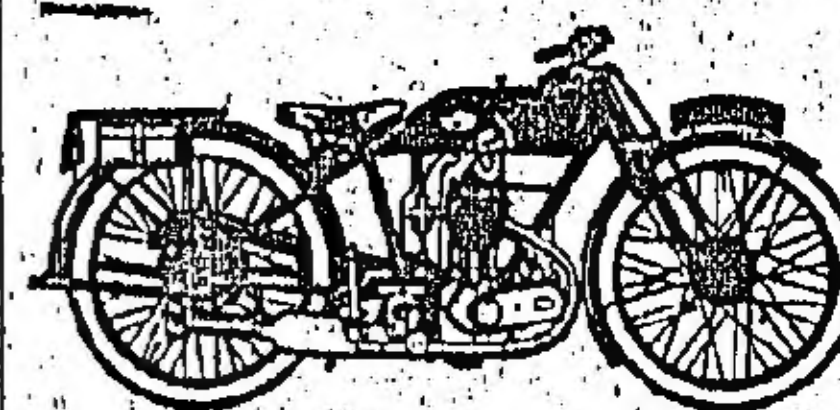
A Few Advantages:—

10% Off Motor Car Insurance
Reduction in Off Gasoline Bill
Free Legal Advice.
Free Mechanical Advice.
Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership etc. to

REV. G. E. S. UPSDELL
Hon. Secretary.

P. O. Box 116.



The Proof of the Machine is in the running and the proof of your wisdom in buying it here is in the service we render. We guarantee our machines and protect the Purchaser

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TRIUMPH
DOUGLAS
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Stocks carried at
No. 1A, Chater Road, Hongkong
AND AT

The Kowloon Motor Car
and Cycle Exchange
KOWLOON.

Our pay as you ride plan is
worthy of note.

Alex. Ross & Co. (China), Ltd.

CHINA UNDERWRITERS, LTD.

FOR

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MOTOR INSURANCE

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C. 1121-2

PACKARD

Unsurpassed
Performance

BRIDGING the turbulent
Parisian traffic stands the majestic Arc de Triomphe—culmination of a sculptor's dream!

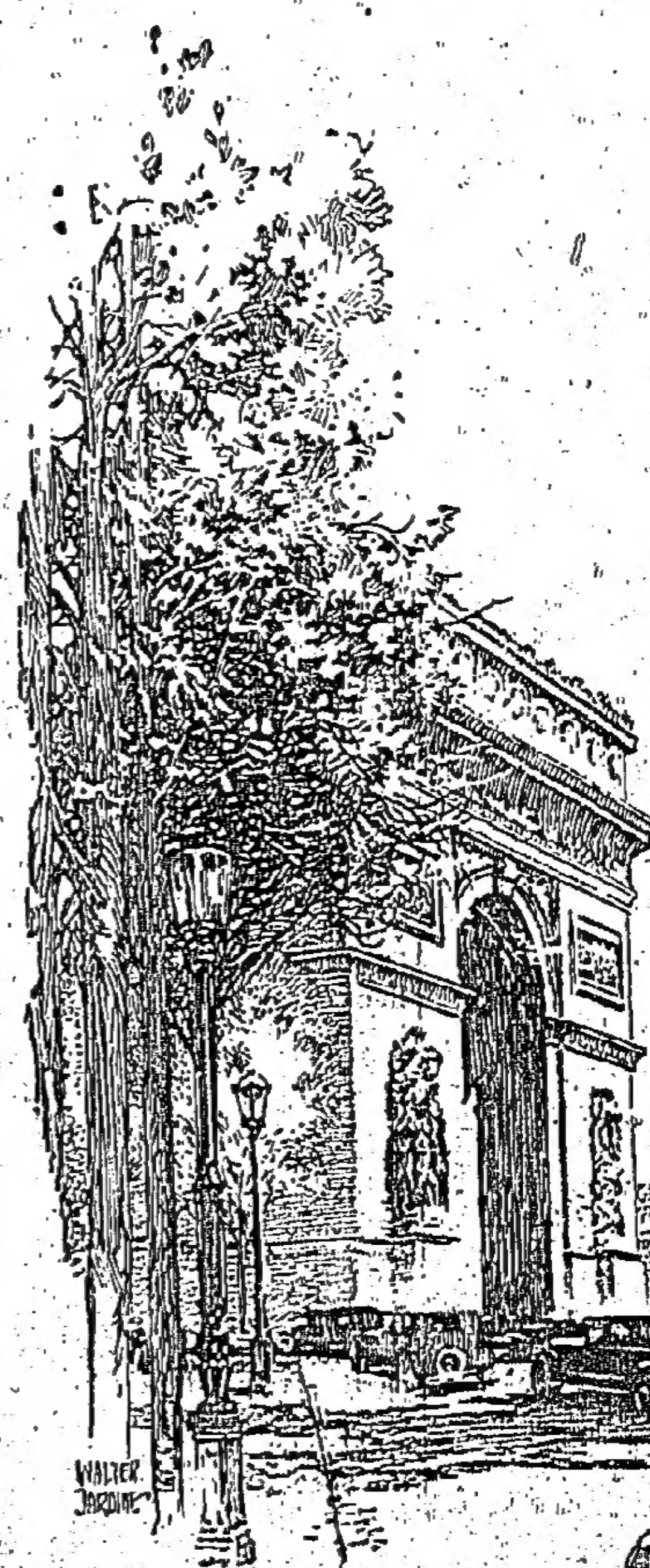
Beneath it pass, in review, the chosen motor cars of both continents.

A Packard, its beauty undimmed by this rare setting, pauses with the traffic—then leaps ahead, quietly but definitely asserting its mastery of the boulevard.

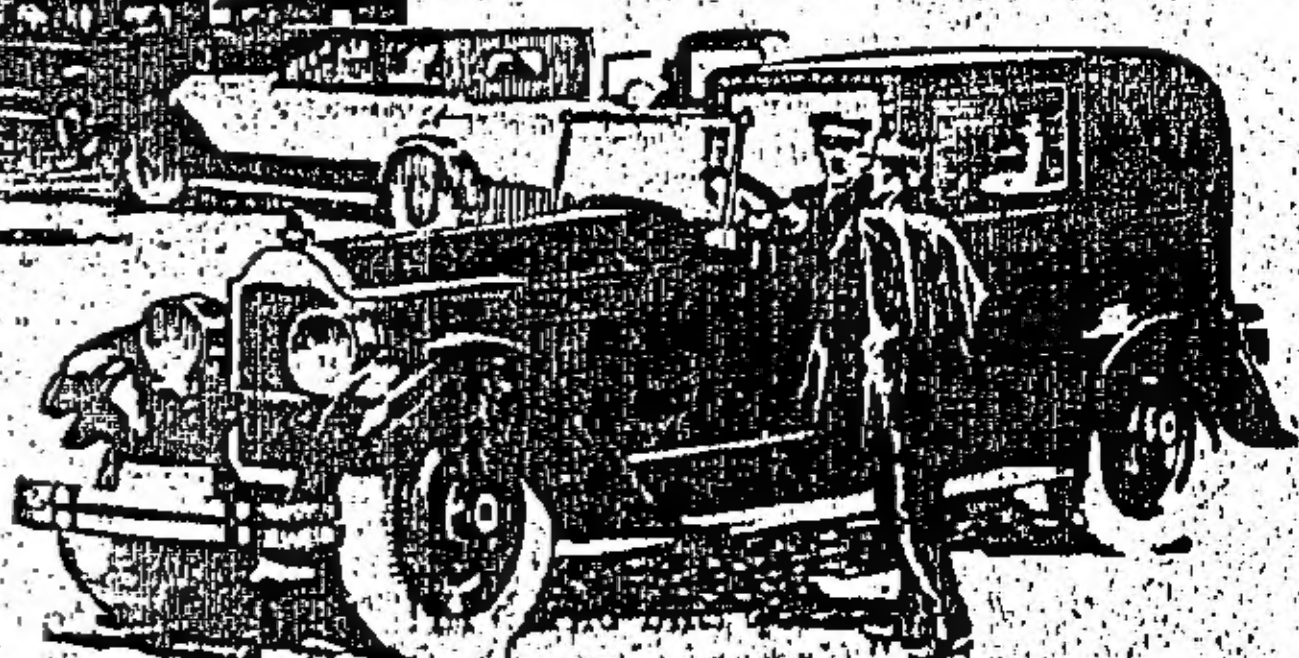
The powerful agility of this newest Packard is the culmination of an industry's ambition.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Rd., Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

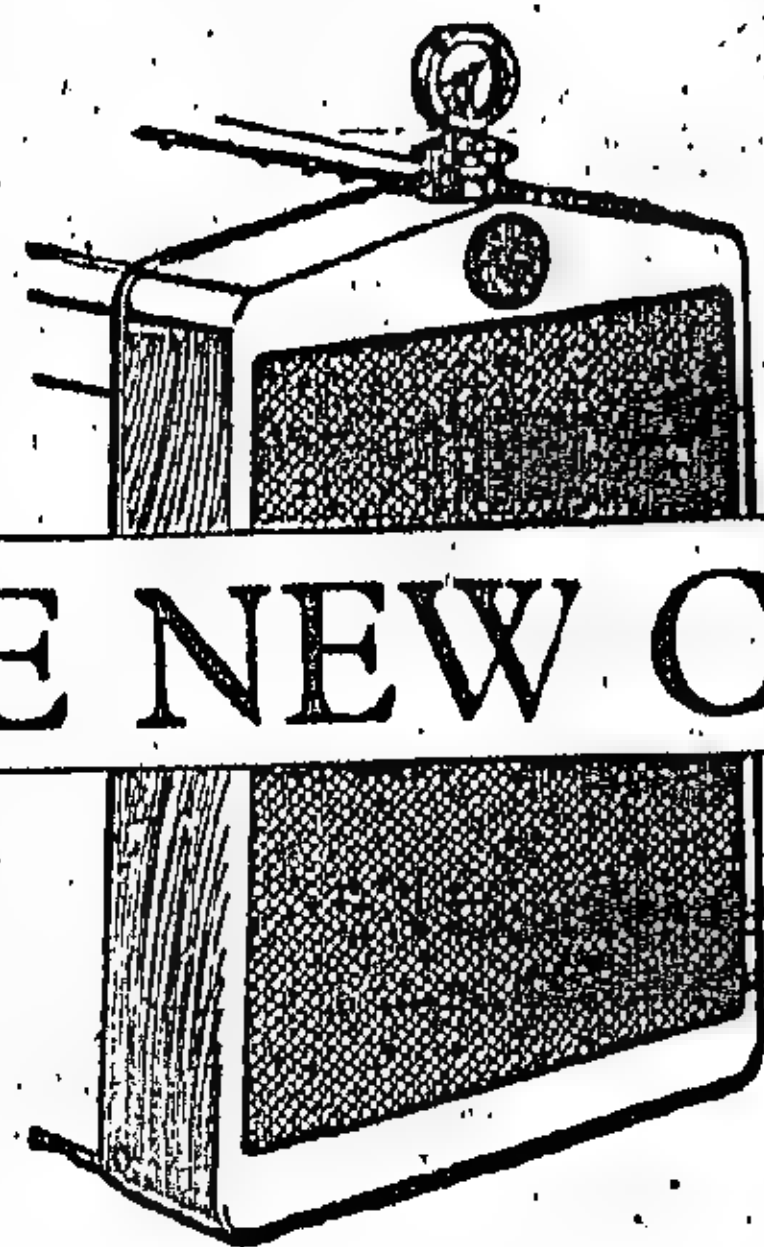


On your next trip to Paris, visit the Packard saleroom, Champs Elysees, 102



ASK THE MAN WHO OWNS ONE

THE NEW CARS



THE 1727 changes in "Morris" Cars are no mere seasonal variation. The drastic sacrifice of the old, cherished radiator tells you that. The new cars are "wider purpose" cars, and the big new "World" radiator is the symbol of that purpose.

MARK this DEVELOPMENT from the 'Home' to the 'World' Car

- "WORLD" SUN gets 50% increased cooling.
- "WORLD" ROAD STRAIN gets totally new design of frame, combining rugged strength with rigid lightness, and incorporating, in airtail-steel dash, a rigid forward anchorage.
- "WORLD" ROAD SURFACE gets a new suspension that reacts equally efficiently to any type of surface, and sets a new standard.
- "WORLD" FASHIONS get bigger two-side doors and a straight body line.
- But "WORLD" OWNERS, no less than "Home" Owners, want the proverbial Morris Reliability and Economy; and, of course, the "World" models retain these two features—the basic elements of Morris policy and products.

These new "World" Morris Cars are going to cause a big motoring "change over". Keep abreast of it.

ORDER YOUR MORRIS NOW

MORRIS

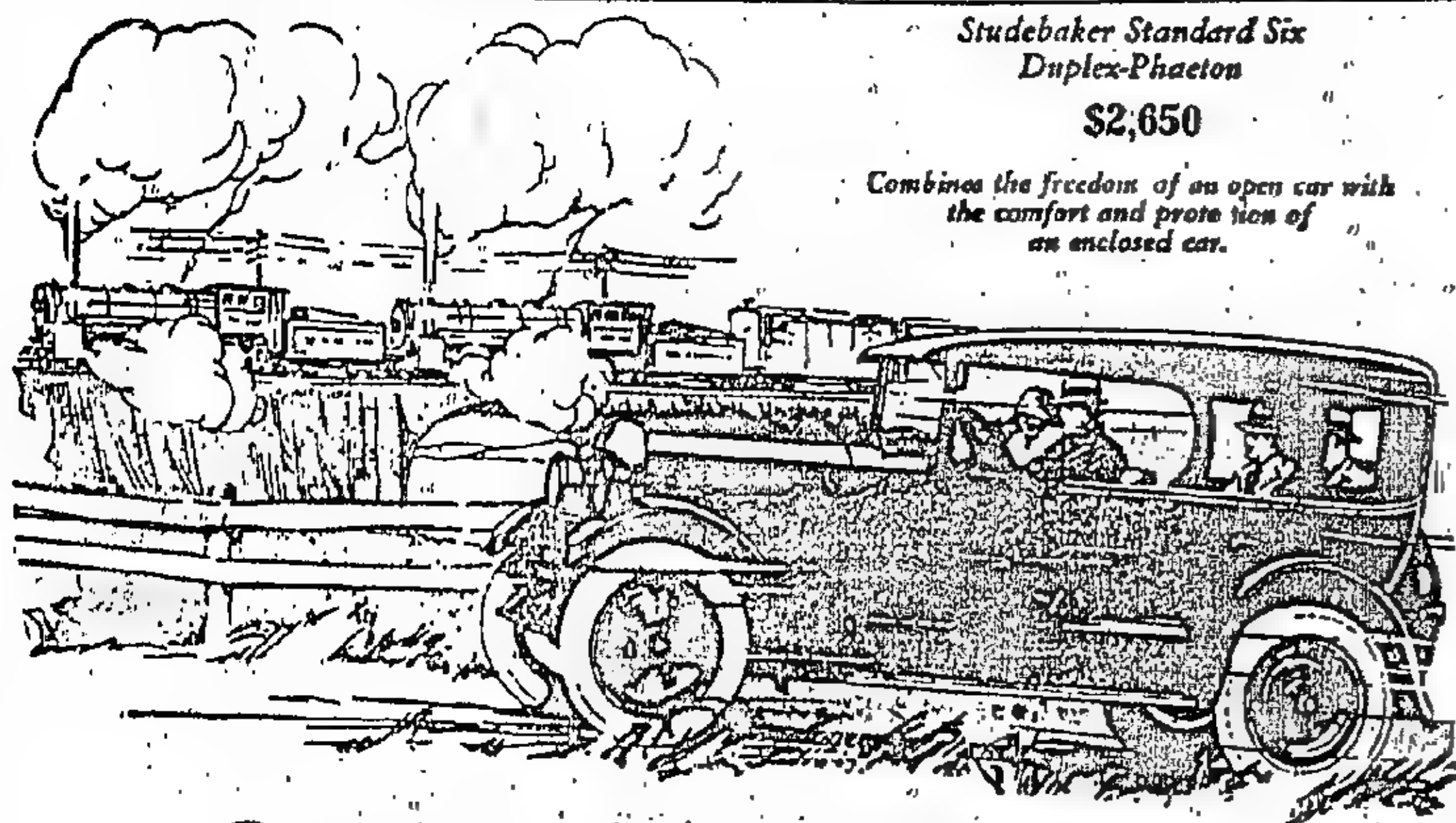
"the Wheel of the World"

HONGKONG HOTEL GARAGE.



Studebaker Standard Six
Duplex Phaeton
\$2,650

Continues the freedom of an open car with the comfort and protection of an enclosed car.



One-Profit* Studebakers far outclass in power all cars of their weight and size

The Studebaker Big Six is the fastest selling high-powered car in the world. There are but seven American made automobiles having as much or more power. And they sell at two to four times the price of the Big Six.

The Standard Six (illustrated)* is, according to Royal Automobile Club rating, the most powerful car of its weight and size in the world. Regardless of the

condition of road to be traveled, it has abundant power to negotiate it without strain. Hundreds of Studebaker records have been established for endurance, reliability and speed.

Although these tests are significant, no demonstration is so conclusive in proving the power of Studebaker cars as the day-by-day service that thousands of Studebaker cars are rendering in the hands of satisfied customers.

* Only Studebaker in the fine-car field and Ford in the low-price field make all their own engines, bodies, gear boxes, steering gears, clutches, differentials, springs, axles, gray iron castings and drop forgings. Thus Studebaker eliminates profits which other manufacturers pay to outside parts and body-makers. Because all vital parts are designed, engineered and manufactured under one supervision, there is the further advantage of Unit-Built construction.

THE HONGKONG HOTEL GARAGE.
SOLE AGENTS.

STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 75 YEARS

AVERAGE MOTORIST CARELESS.

LOCKING DEVICES IGNORED.

BY ISRAEL KLEIN.

American motorists are paying higher insurance premiums on their automobiles because of their carelessness and forgetfulness.

They are losing from \$35,000,000 to \$50,000,000 a year, let alone time from their work and use of their cars.

This loss is the result of the growth of automobile thefts that is going on apace with the increase in motor cars. Despite greater vigilance on the part of the police, and some 150 different locking devices, these thefts are growing and making this problem more difficult to solve.

Only 30 per cent. of all motorists are insured against theft of their automobiles, and only 20 per cent. of the insured cars stolen are not recovered. Yet this small proportion of all the cars in the country, perhaps only about 50,000 cars in all, brings their loss up to some \$30,000,000.

These figures are furnished by the American Automobile Association and the National Automobile Underwriters' Conference, and may be taken as authentic.

Owner Doesn't Help.

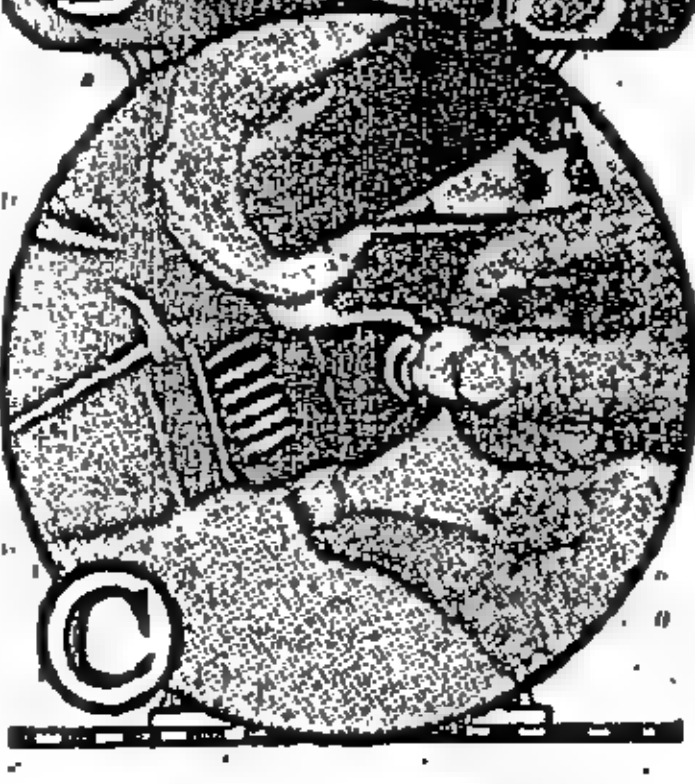
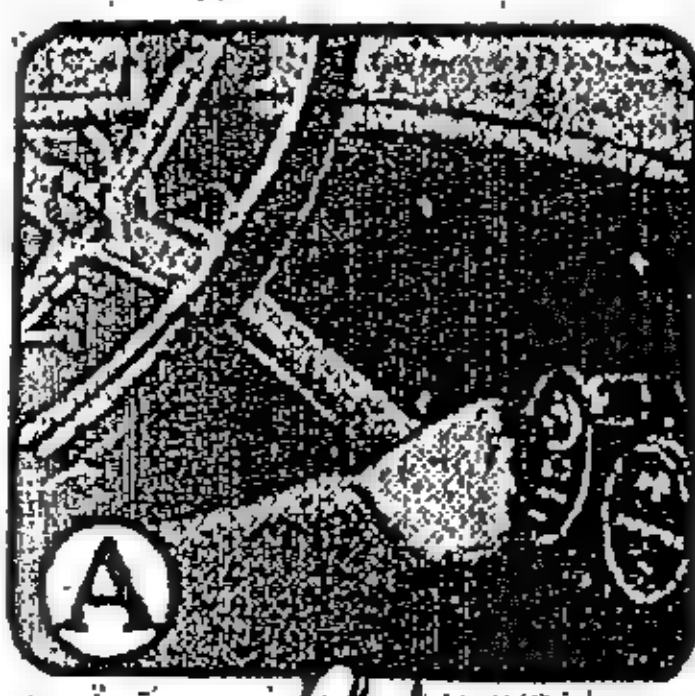
The aggravating point is that these thefts aren't in the least way discouraged by the average driver. He just forgets, or doesn't take the additional pains to lock his car.

Out of 100 cars examined on New York streets recently, only 30 were found locked. In Buffalo, 67 cars were examined, and only 8 were found locked. Yet all the cars were equipped with locks.

The underwriters have collected statistics showing that 85 per cent. of the cars equipped with approved locking devices are habitually left unlocked when parked.

As a result, insurance companies are planning to change the requirements of their policies, dropping their present offer of reduced rates if the car is equipped with a lock and merely assigning a rate based on experience with the various types of cars.

Yet locking devices aren't to be discouraged. They are wanted. Their effectiveness depends however on educating the driver to form the habit of locking the car.



The ignition lock at A is a coincidental lock, while that at B is of the semi-coincidental type. C shows how the locking device at the dashboard is connected with the ignition.

Types of Locks.

Due to the difficulty of doing this, underwriters say the best type of lock is what they call the "coincidental lock," which locks the car in the same action in which the ignition is shut off. The motorist, they reason, doesn't forget to shut off the ignition when he parks. Having formed a habit of that, the same action should be used to lock the car.

Many types of ignition and other forms of "coincidental locks" are the result. They lock with the ignition, and just a quarter additional turn of the key unlocks them.

Garage men object to these however, because the cars can't be moved freely.

So the underwriters approve other forms of locks, that are semi-coincidental, or require an additional operation before leaving the car. There is the transmission lock, the wheel lock and other forms that come in this class.

The transmission lock has the objection of keeping the car in neutral, when it should best be left in gear when facing down a steep hill, for example, to help the emergency brake control the car.

So it is found each type of lock has its peculiar disadvantage.

Despite these minor faults, however, the argument is presented that these locks at least will discourage the thief from trying to steal the car.

MOST CARS ON FARMS.

Farmers constitute the largest automobile owning class in western Canada. Of 241,226 cars in the three prairie provinces, 156,796, or 65 per cent., are in the hands of farmers.

THE KING'S YACHT.

CARRIES AN AILSA CRAIG.

The fitting out of the King's yacht *Britannia*, has created no end of interest among yachtsmen, and her progress with her wonderful new mast and sails will be watched with the greatest keenness wherever yachting holds sway. Last year *Britannia* was given a new yacht's tender, which was built by Saunders of Cowes, and fitted with an Ailsa Craig "Kid" 10-14 h.p. marine motor. This, with her new spars and sails, has brought her equipment thoroughly up-to-date.

OIL CONSERVATION.

WASTEFUL METHODS OF U.S. PRODUCERS.

One of the most striking statements in the final report of President Coolidge's Oil Board, which will be submitted to him within the next three or four weeks, is that a serious oil shortage is in prospect within a comparatively few years unless conservation methods are employed. President Coolidge will be informed, in the report, it is understood, that wasteful methods are now employed by many oil producers, and that measures must be taken to assist in a solution of the problem of the industry. No radical legislation, however, will be recommended, as it is the opinion of members of the Board that drastic Government regulation would not offer a proper solution.

The report will point out that if it were physically possible to extract all the oil now known to exist in the United States at as rapid a rate as during recent years the entire supply might be exhausted within the next decade. It will not be possible to maintain that rate, it will be stated, and therefore no complete famine will occur at an early period. The annual production, however, according to the view of members of the Board, is likely to fall off within the next six or eight years to such an extent as to cause a very serious situation. The Board's findings will deal entirely with the domestic production situation and will not go into the question of prices or imports.—Reuter's Trade Service.

TO LET YOUTH DRIVE.

The age limit for automobile drivers in Connecticut may be reduced to 16 years, according to opinions of prominent State officials who have the matter under consideration.

U.S. LIGHT CARS.

INCREASED COMPETITION.

Seven automobile manufacturers of some account are now producing light cars in the low price field according to a Detroit message.

Three years ago there were only three producers in this class. These eight producers are putting out models that sell below \$1,000. Seven of these sell below \$800.

They include six four-cylinder cars and one light six, below \$800, and eight light sixes from \$825 to \$995.

CARS NOT WANTED.

WHEN STEALING IS FAVOURED.

October is the greatest month for car thefts, American insurance underwriters point out.

The reason is the approach of winter and the unwillingness of car owners, especially those owning open cars, to be troubled with them over the cold spell.

These encourage thefts of their cars, to save trouble and expense of winter driving or storage.

London, August 30.—A warning against the continued wasteful use of gasoline is issued to the world by Prof. J. F. Thorpe, the noted British chemist.

America, he says, has already reached the point where the demand for gasoline is higher than the supply and still present methods are such that a large part of the petroleum taken from the earth is lost in its conversion.

The crudest methods of refining are used to-day, says Prof. Thorpe, because the conservation of the natural supply is said to be unprofitable.

"At the present time the increased use of the motor car indicates that the amount of petrol for the world's needs soon will be insufficient."

"This point already has been reached in the United States, which consumes 70 per cent. of the world's oil supply. In 1925 800,000,000 gallons were consumed monthly in the United States."

"It is evident that to meet such consumption we must utilize the higher boiling point fractions of petroleum as well as the residues of the distilling processes."

A New

Light Weight Overland

The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL, ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet." It has more speed than the greyhound with all the tenacity of the terrier.

- Absolutely new design.
- Speed, over 55 miles per hour.
- Acceleration, 5 to 30 miles in 13 seconds.
- 28 or more miles to the American gallon.
- 250 miles to quart of oil.
- 20,000 miles to a set of tyres.
- Four wheel mechanical brakes.
- Irreversible Steering.
- 56 inch tread.
- Conventional springs.
- 29 x 4.40 Cord Balloon tires.
- Engine developing 31 horsepower.
- Remarkable acceleration.
- Low hung body of very pleasing lines.
- Finished in Blue lacquer.
- Ample room for passengers.
- Plenty of clearance for rough roads.

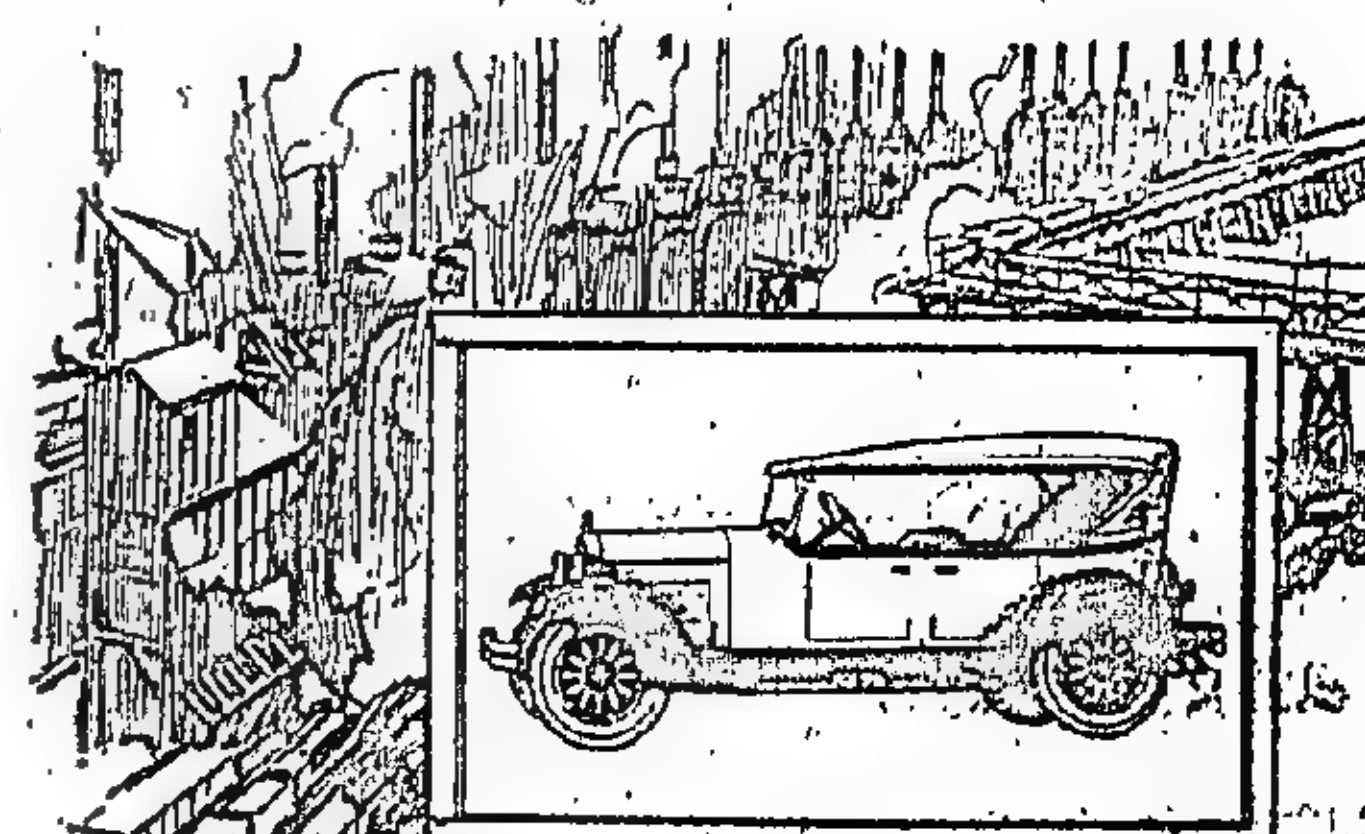
This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS WILL ARRIVE SHORTLY

Full Particulars from:—

THE UNIVERSAL AUTO SUPPLY CO.

61, Des Voeux Road Central.



Fine Steel Explains The Car's LONG LIFE!

This fact should be remembered by everyone who now owns or expects to buy a car.

In the percentage of costly Chrome Vanadium steel used, Dodge Brothers Motor Car out-ranks every other car in the world, regardless of price.

Chrome Vanadium is the ideal motor car steel. Its remarkable toughness and strength is only one important reason why more than 90% of the 1,750,000 motor cars Dodge Brothers have built are still in service.

DODGE BROTHERS, INC. DETROIT

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
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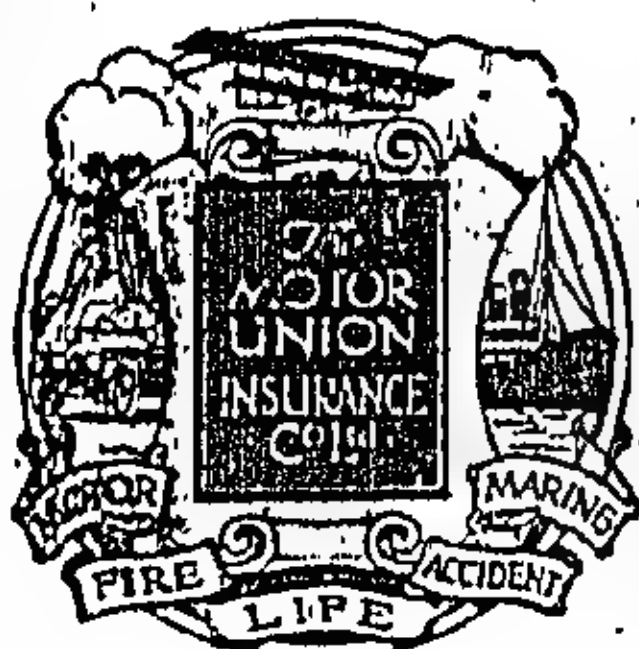
DODGE BROTHERS MOTOR CARS

MOTORISTS MUST PAY.

Virginia, Kentucky and Mississippi have increased their gasoline tax rate. Virginia's light increased its registration fees for all vehicles, while Kentucky made a considerable increase in its fees for vehicles for hire.

WHAT'S IN A NAME?

The word "detour," has such distressing effects on American tourists that Wisconsin has decided to eliminate the use of the word and substitute "temporary." The change is based entirely on the psychology of the situation.



INSURE YOUR CARS
WITH THE MOTOR
UNION INSURANCE CO.
LIMITED.

THE MOST EXPER-
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OFFICE IN THE WORLD.

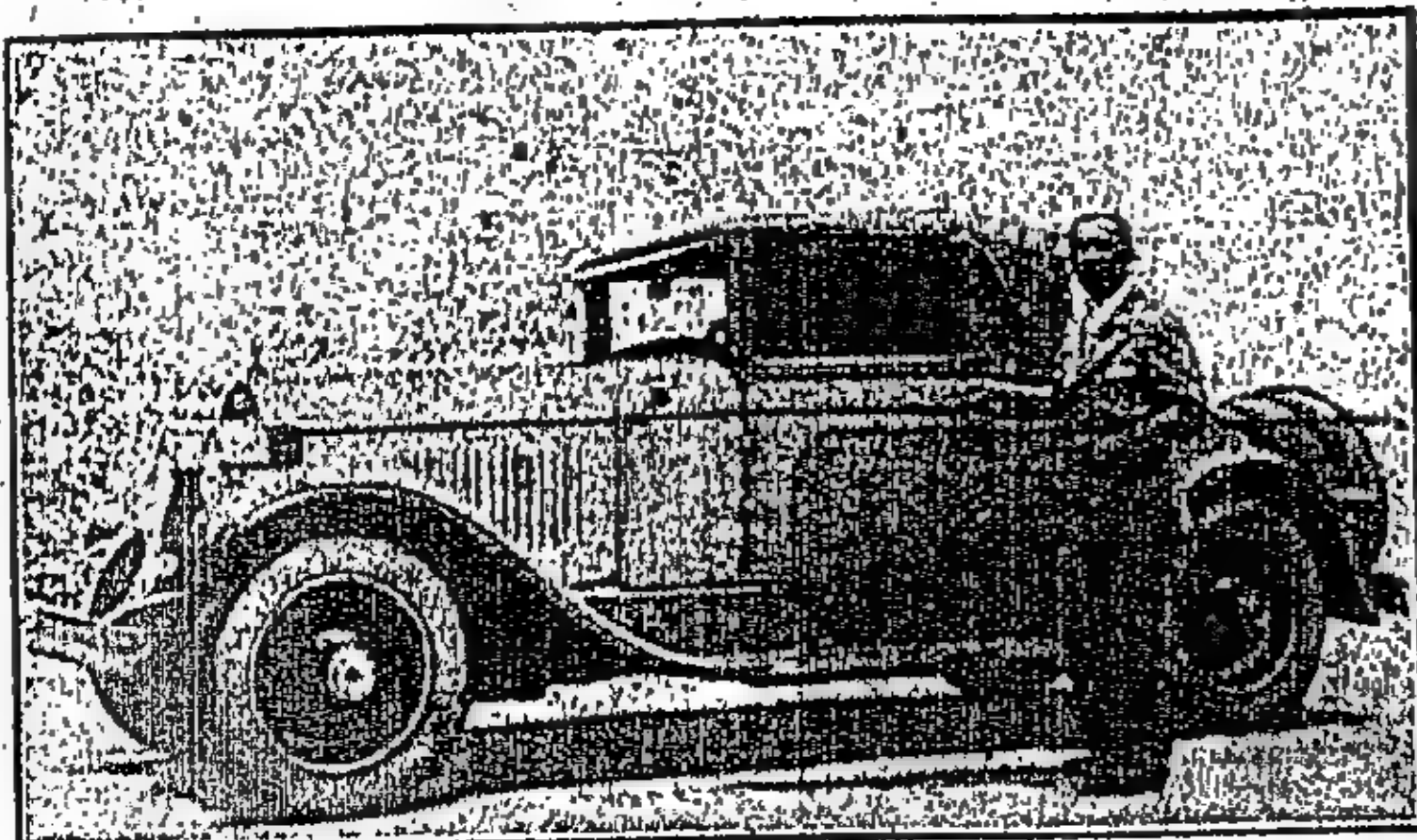
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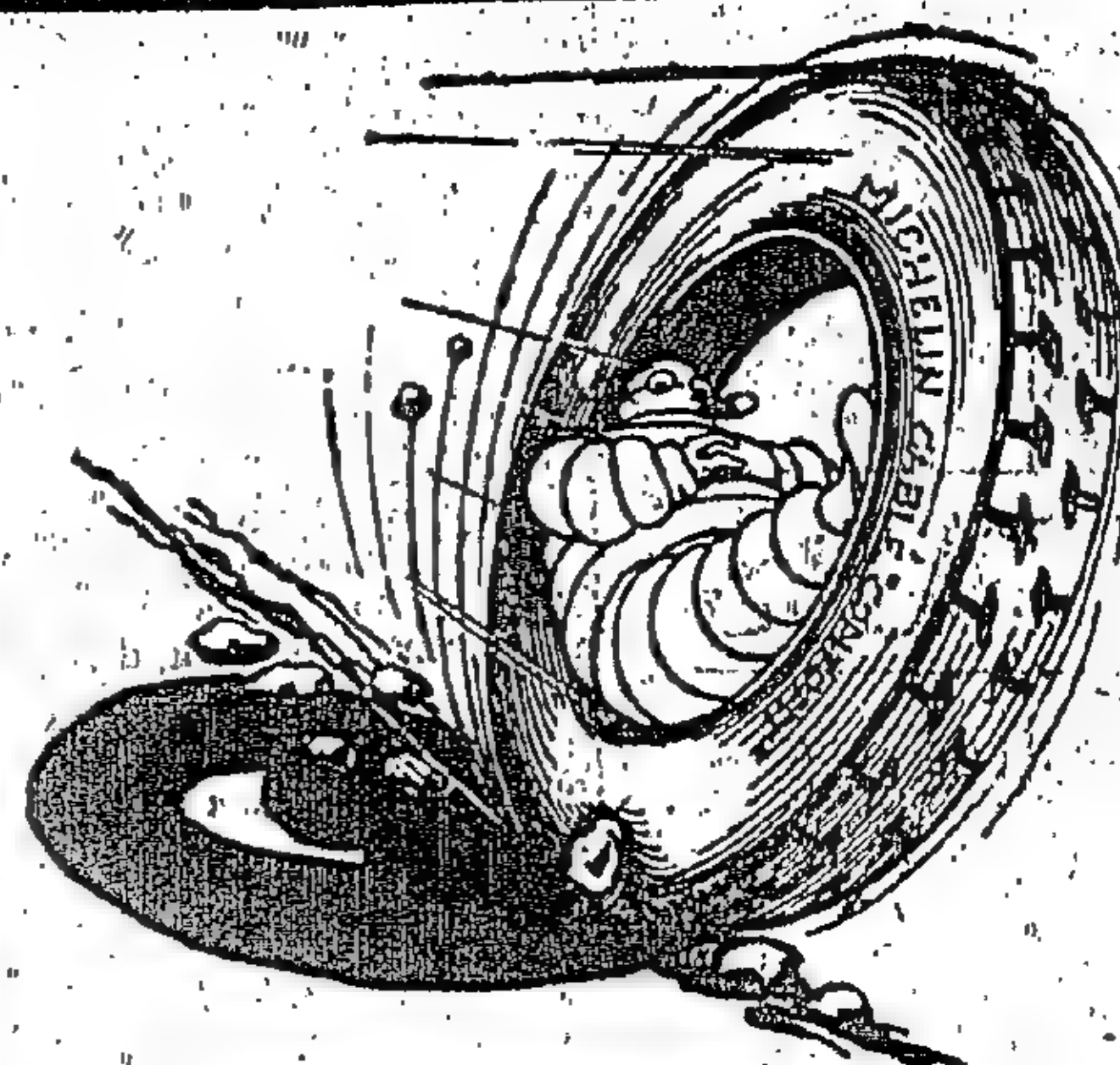
Princes Building.

Phone C. 537.

WALTER HAGEN AND HIS NEW CADILLAC



Walter Hagen, who at one time or another has won nearly every golf championship of importance, has just added to his many laurels the winning again of the Western Open Golf Championship at Indianapolis.



If you cannot obtain satis-
factory result from other
tyres which are made with
ORDINARY cord, please
try MICHELIN which are
built with reinforced
"CABLE" cord, and far
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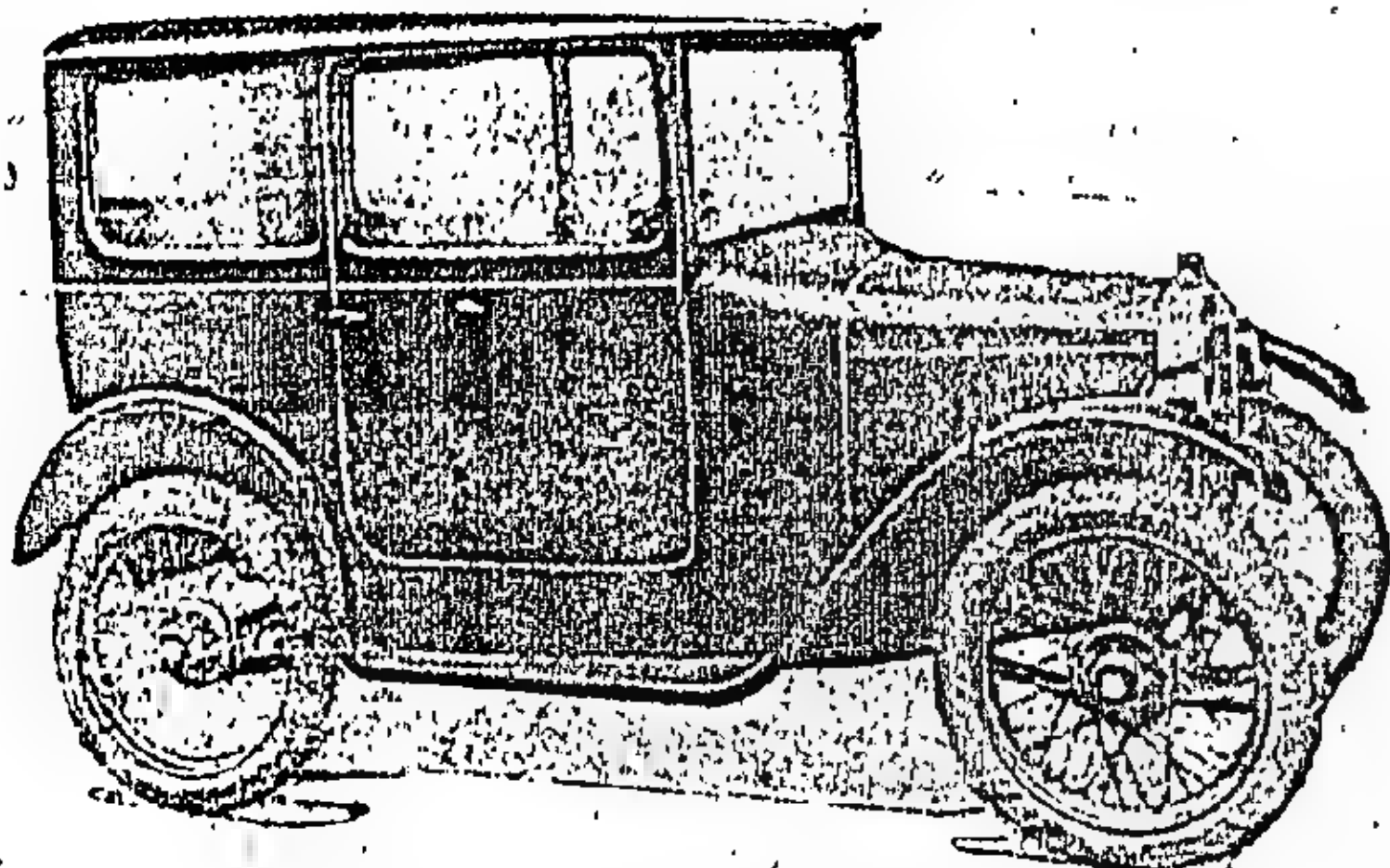
Hongkong and South China:

J. GIBBS & COMPANY.

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1927 AUSTINS

NOW HERE



The sturdy little Cars that are seen
Everywhere.

Prices from £165.0.0.

Full Particulars from:—

ALEX. ROSS & Co. (China), Ltd.

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ATTENTION

FORD OWNERS

Arrangements have now been
completed whereby Ford Owners
are enabled to purchase

GASOLINE and TYRES

AT REDUCED PRICES.

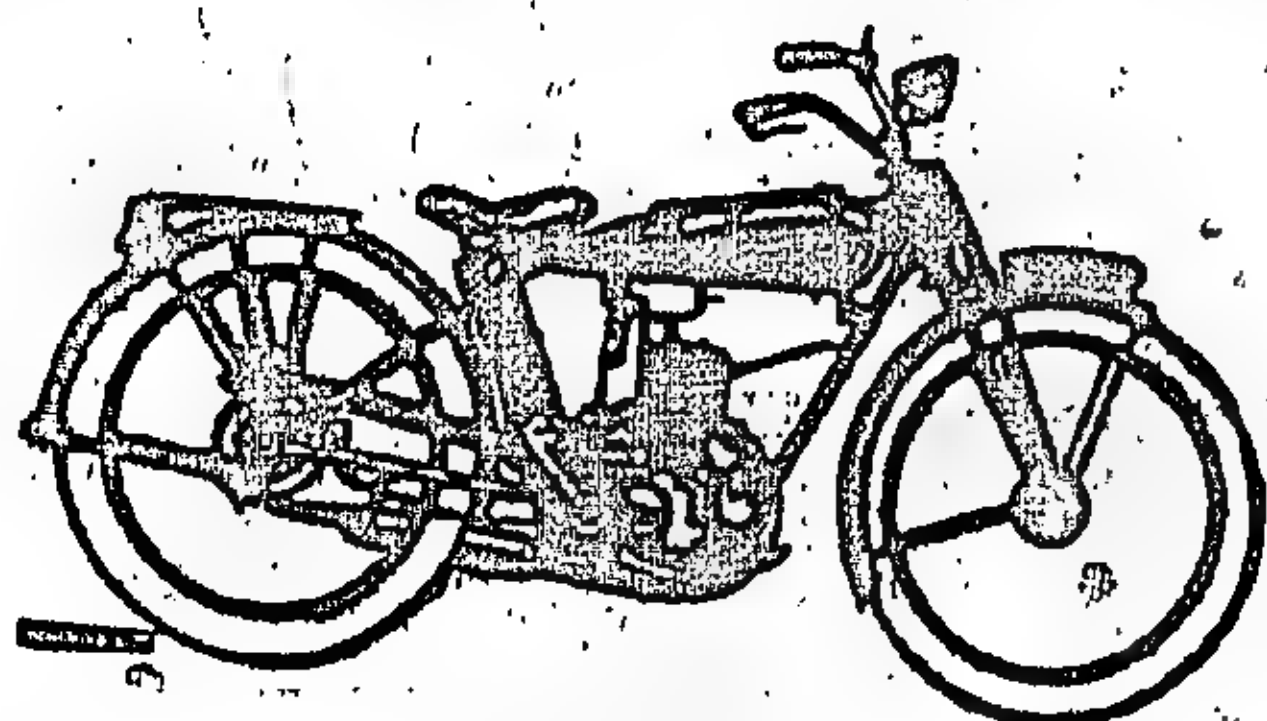
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6, Queen's Road Central ... Tel. C.4895.

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Puch Motor Cycles



3-H.-P.

In order to introduce these excellent little machines, we
are making a special offer.

\$330 CASH

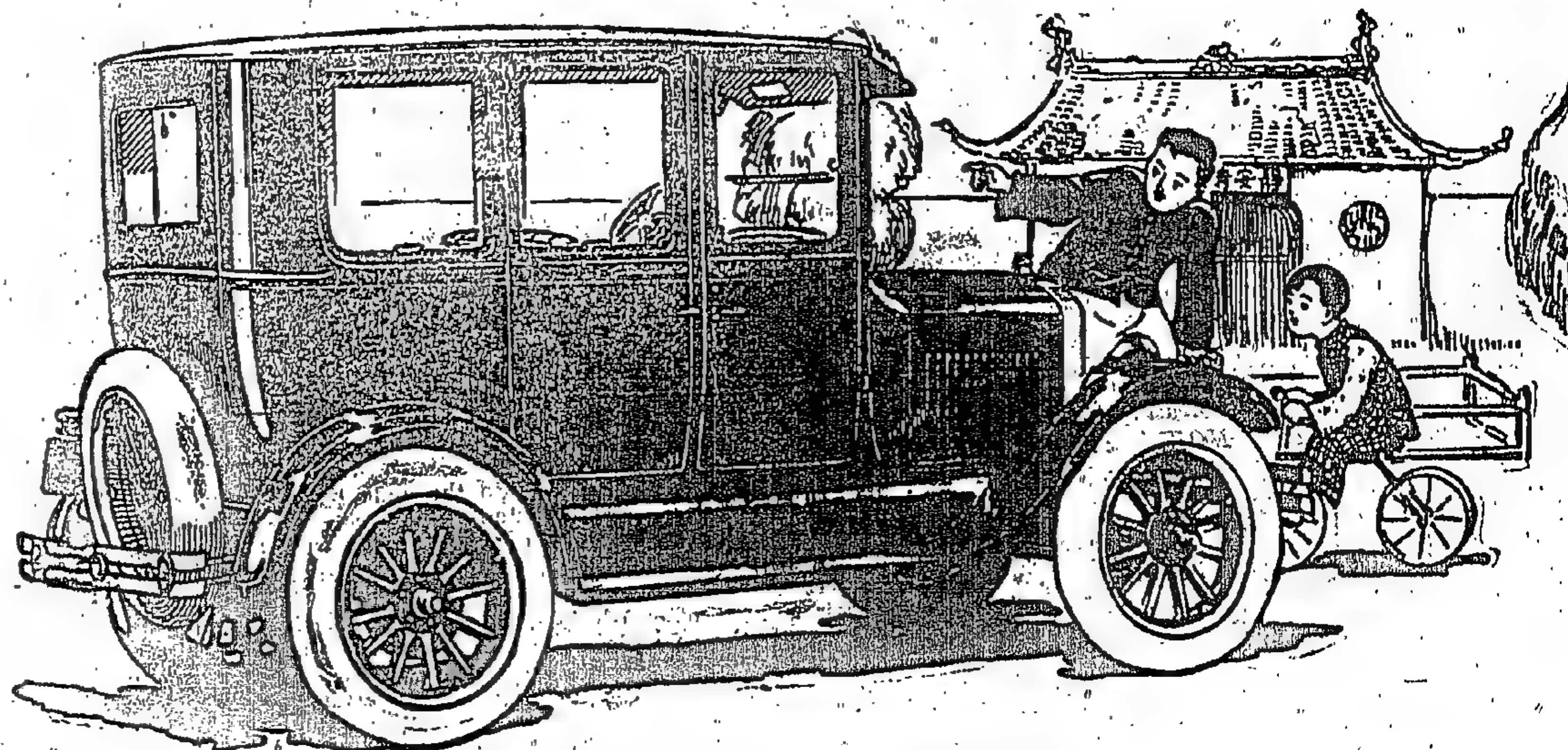
\$350 TERMS

Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

Phone: C. 1221

4TH FLOOR, BANK OF CANTON BUILDING
6, DES VOUX ROAD, CENTRAL.



Ford

The new Fordor Sedan, mounted on the Improved Ford chassis, is the
aristocrat of the Ford line. Longer and lower, the body contains more
legroom than before and affords comfortable seats for five passengers.
The four doors give easy access to both compartments. Equipment
now includes dome light, sun visor, windshield wiper and rear-view mirror.
Finished in attractive colors, the Fordor Sedan is a car which anyone
might be proud to own.

FORDOR
SEDAN

H.K. \$1,625

Price including balloon tyres
and Self-Starter
Delivered in Kowloon

ANDREW HARPER

Authorized Dealers

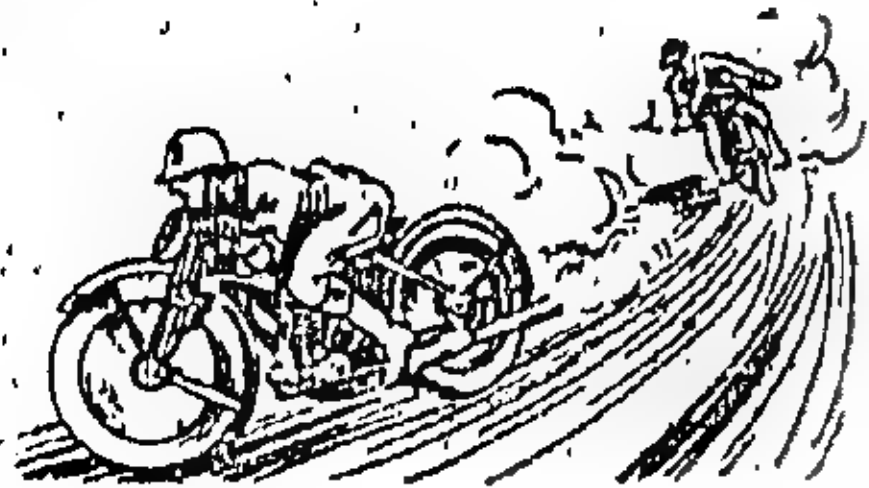
Chatham Road, Hunghom, Kowloon: 6 Queen's Road, Central.

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Telephones: C 4895 & K 1216.

Ford Motor Company

Detroit, U. S. A.



B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 3.49 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE
CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

SOLE AGENTS.

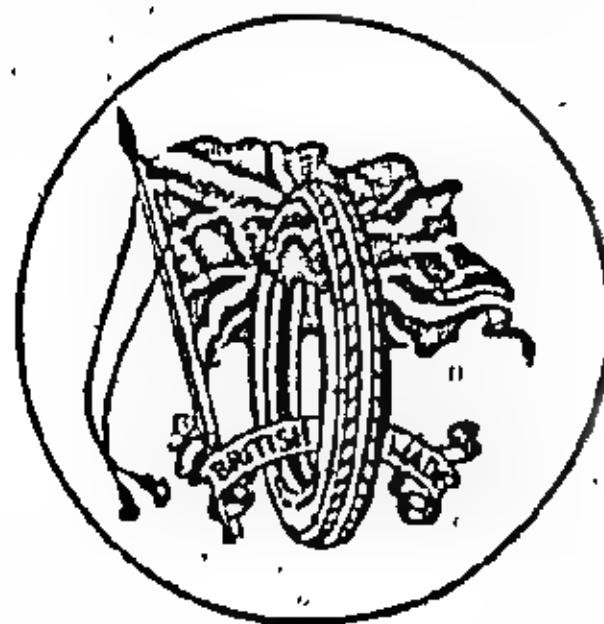
*'The name
behind the product'*

DUNLOP

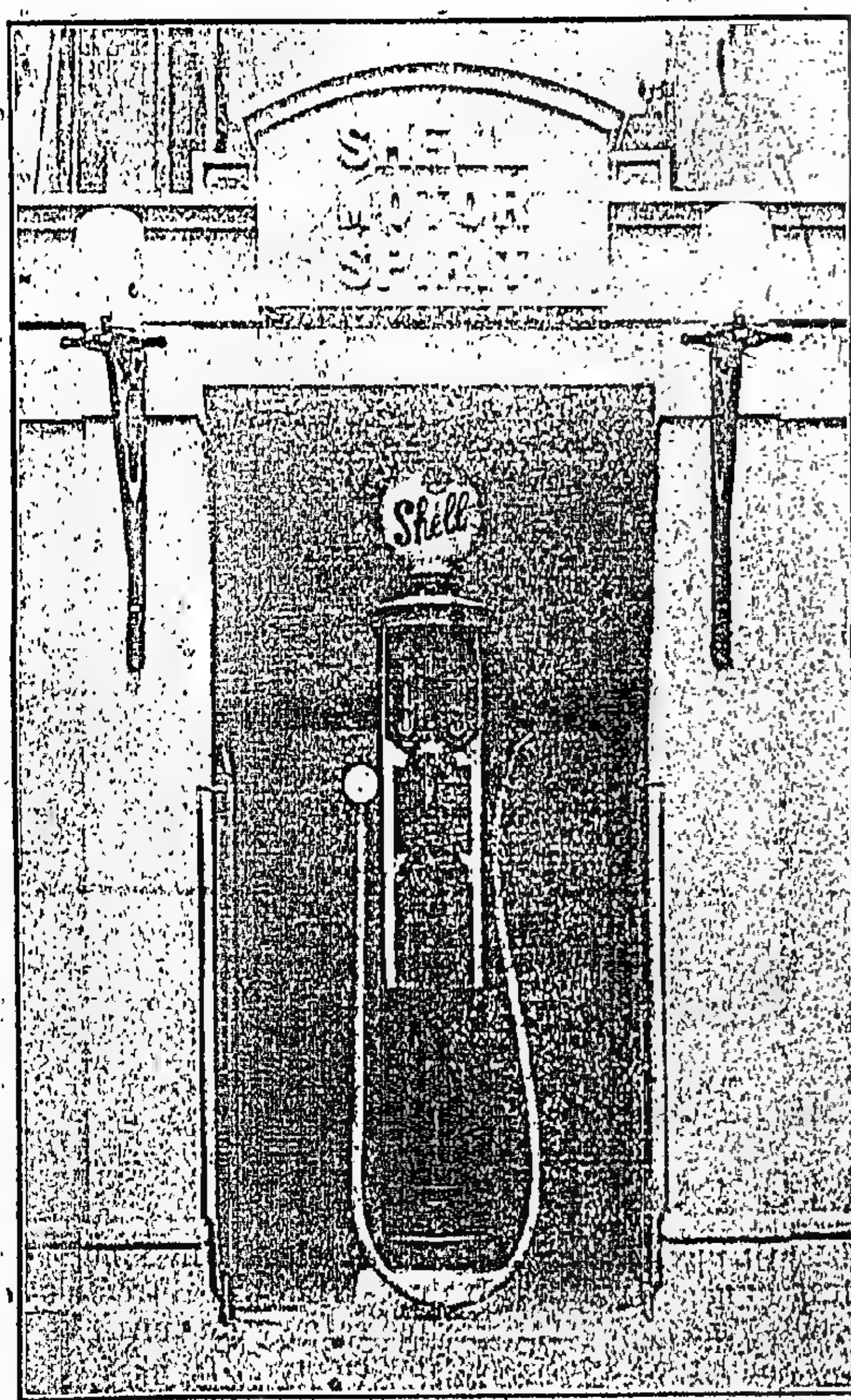
WHEN you buy Tyres, the name of Dunlop stands your SAFEGUARD—an assurance of high quality that will not change.

Dunlop Cord Tyres are giving wonderful results on every type of car and road.

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"SHELL" PUMP

Situated in Douglas Street

(off Des Voeux Road Central, and opposite The Douglas Steamship Wharf)

The Asiatic Petroleum Co. (S.C.) Ltd.

SMALLER, SPEEDIER
CAR COMING.

MOTORS OF THE FUTURE.

Less than one year ago in London a series of lectures was given portraying the changing character of traffic in the metropolis. To the casual onlooker it would have appeared that the strange costumes and still stranger vehicles belonged to some historical era. They referred, as it happens, to motor cars of the year 1910.

It is impossible for any engineer to neglect the fact that motor cars are rapidly altering in all their characteristics. The new roads, which now form the main arteries in and out of London, are wide and straight, high speeds are possible with perfect safety, and the motorist regards 50 miles per hour as moderate.

Progress will continue along the lines of increasing speed, for it is becoming vitally important that time should never be wasted. Quickness of communication is the dividing factor between the old world and the new.

A glance at the modern car shows that the factor of economy has made itself felt in the need for smaller engines, and to-day all motor cars have relatively small engines and are capable of speeds greatly in excess of the roaring 40 horsepower vehicles of the past.

Owing to the demand for physical luxury, and thanks to the influence of the "feminine" upon automobile design, the car must be luxurious; it must be weatherproof, and it must be fitted with every possible comfort, not always excepting the means for wireless reception, and even radiators for warmth.

The drawing-room fittings of the finest cars do not appear out of place, but hand mirrors and flower vases upon the unprotected atrociousity of 1906, when chains and gear-boxes flung oil to the winds, would have been ludicrous. It can be stated with confidence that the car of the future must be enclosed, and if the necessity for greater and greater speed continues, it can only result in the use of a vehicle of stream-lined form.

The petrol engine is one of the most inefficient traction motors imaginable. It wastes over 80 per cent. of its costly fuel, which has steadily increased in value owing to the demand for power in a small, compact, and easily distributed form. The modern car engine converts chemical into mechanical energy in a very short space of time, it occupies less space each year, and with the advent of the supercharger, the servo-operated front wheel brake, and even hydraulic steering, it will become more simple to control and more tractable every day.

It is not only in output that power units have advanced: they are less liable to break down, and if a series of curves be plotted showing size of engines to accomplish 60 miles an hour with a definite load, and time, or between time and number of average breakdowns per 100 miles, it will be seen that the diminution in total capacity has been accompanied by an extraordinary improvement in reliability.

ENGINE TO BE MORE COMPACT.

As soon as the motor unit becomes a mere service item and when the car itself is no more than a means of travel, there is no further reason for placing the engine in an accessible position. It will be so small, so reliable, and so negligible that it can be safely stowed away under the floor boards or in the rear of the vehicle where its noise and slight smell will be less objectionable.

Given stream-lining, a microscopic reliable motor, and the necessity for high speeds, how is it possible to design a motorcar other than as an elongated sausage in which all working parts are enclosed? High power and low weight are the objectives of designers. They are utilizing independently sprung wheels in order that greater comfort may be obtained, and they are stream-lining the wings in order that mud splashes may not occur, until they most closely resemble an embryo aeroplane.

ENGLISH ROAD NOW JAMMED.

It should not be forgotten that the motor car is increasing in popularity, to the public rank and file. Many of England's main roads, in good weather are so crowded as to be almost impassable, but the man of the future will not be content to travel across 400 odd miles of England alone. It will become necessary for him to travel abroad and what is more logical than that he should combine his motor car with the necessary means for flight.

MOTORCYCLE TRIAL.

SINGAPORE RIDERS
COMPETE.

The third motorcycle reliability trial to be held by the Singapore Automobile Club will take place to-morrow October 17.

The previous events have proved extremely enjoyable, and have evoked keen competition. Singapore motor cyclists have proved themselves well able to hold their own with riders who have had experience of competitive events in Europe, and it is to be hoped that there will be a good rally at the starting point.

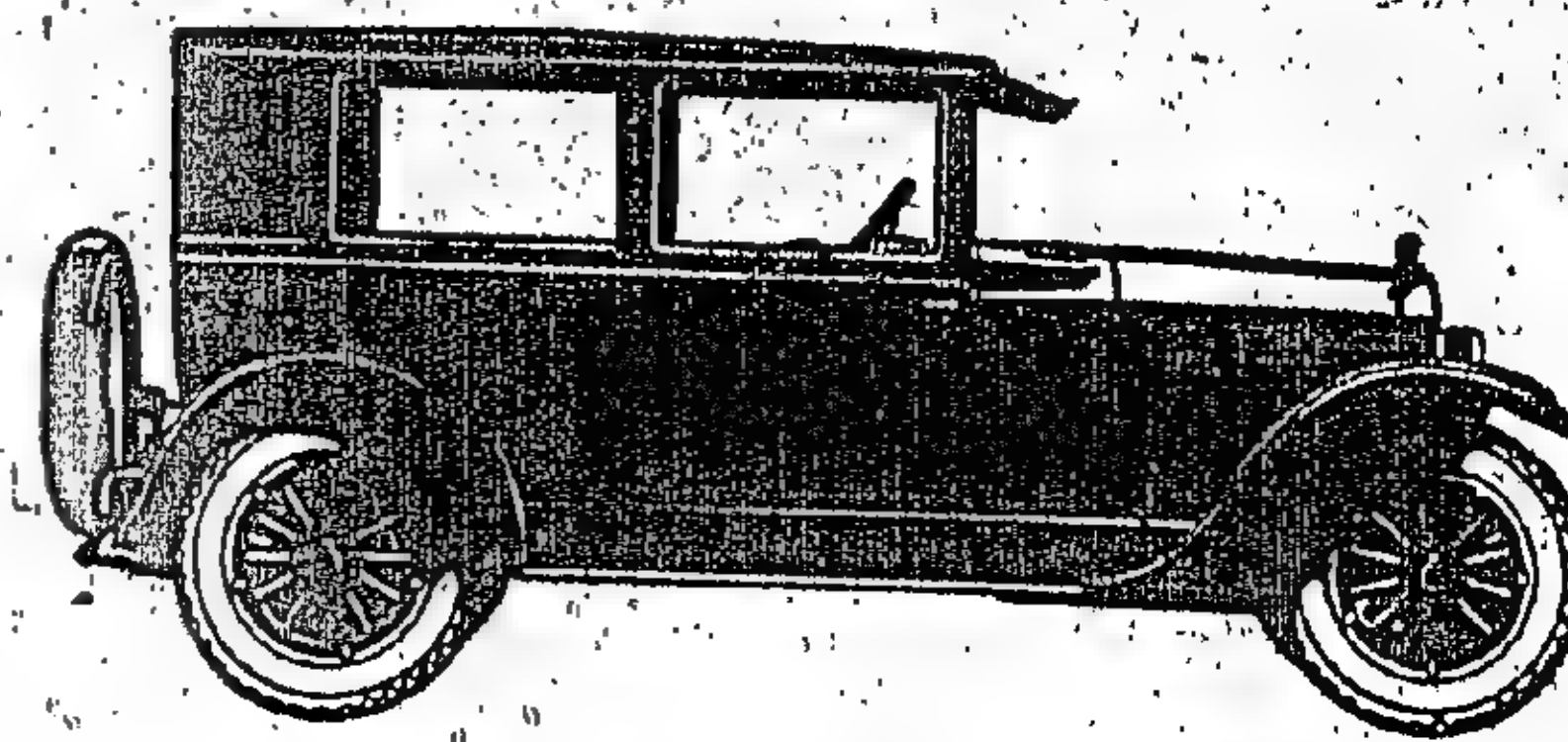
Some competitors expressed the view on the last occasion that the rough sections were rather too long and too exacting, and the organisers will bear that in mind in mapping out the course this time, and also the very natural unwillingness of motor cyclists to risk damaging their machines.

Taking off places could be provided in specified areas along the new roads. Until the day of electric capacity storage or radio distribution, the supercharged, heavy oil turbine, engine will hold the day. It is unlikely that mechanical methods of gear reduction will be superseded in the near future, although the difficulties of electric transmission have never been fully explored.

The far distant time when directional energy can be transmitted, nothing can prevent the picking up of inductive power from cables or from stations which will be planted at intervals along our main routes.

When radio enables us to talk to our offices as we fly to India for the week-end, the business man will expect to travel the world in comfort and to remain in visual and audible touch with his headquarters. It is but 30 years since the sum of £20,000 was offered for a flight from London to Manchester.

If we doubt the probabilities of progress we should consider what would have been the attitude of our great-grandfathers if we had informed them after dinner that in 1926 it would prove a relatively simple matter to fly across the Atlantic and to remain in full communication with our homes all the time.



ESSEX COACH

Prices in Hongkong Currency delivered at your door in Hongkong or Kowloon.

Special Essex Touring	...\$2,100
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Special Hudson Touring	...\$3,000
Special Hudson Coach	...\$3,200
Special Hudson Brougham	...\$3,600
Special Hudson Sedan	...\$4,000

These cars may be purchased for a low first payment and convenient terms on balance.

For any closed car—even a "Four"—you pay almost as much as the Essex Coach costs. Yet what a difference in everything that counts—Performance, Quality, Comfort, Good Looks, and your pride in the car you own. A single ride will tell. And, in pride, terms of payment, economy of operation, Essex is just as easy to own. Why accept less than a "Six"? Why not have the qualities of the most wanted "Six" type in the world.

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

Announcing
the new "70"
WILLYS-KNIGHT
6
... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 1/4 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

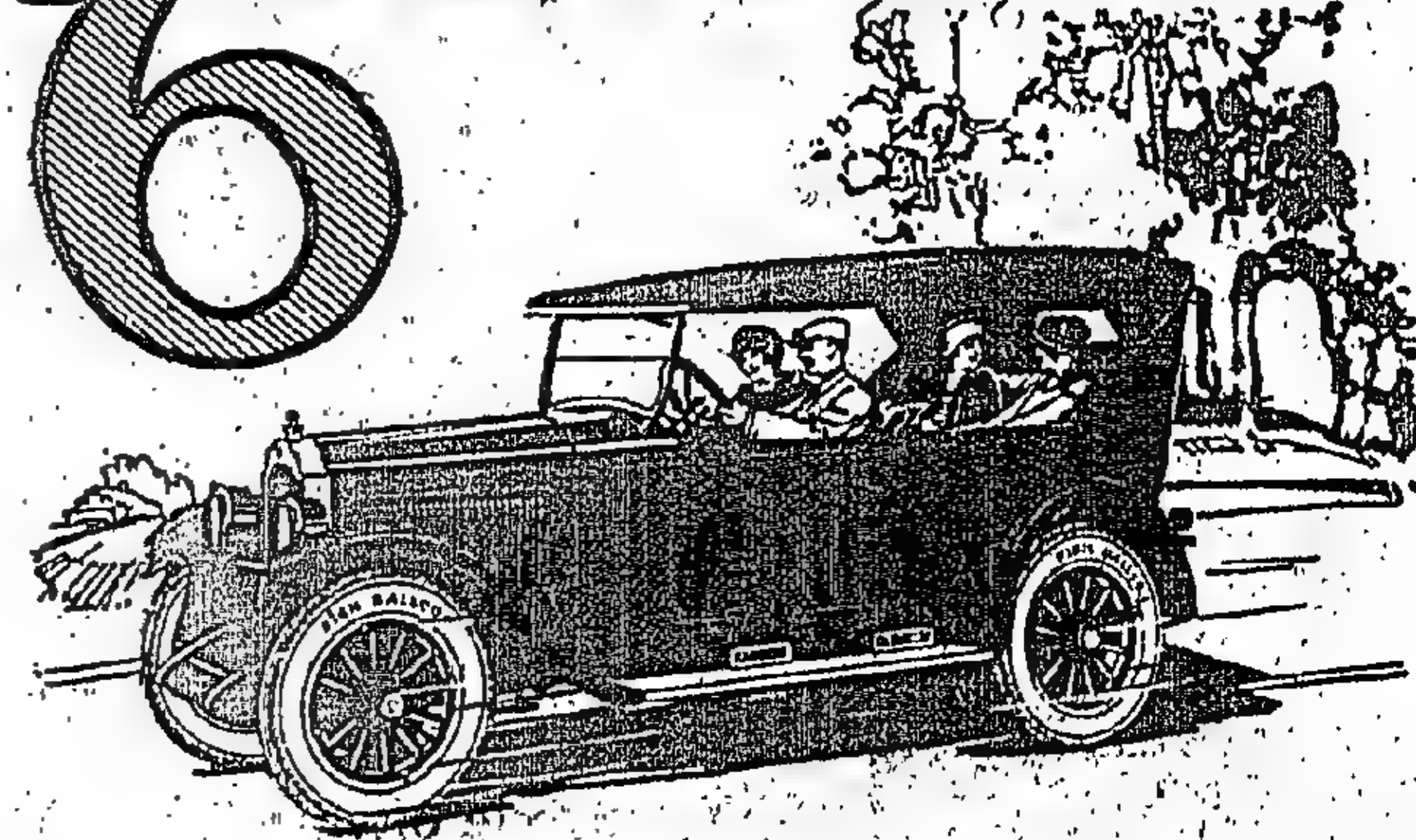
Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has along, racy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor car of its type.

Full Particulars from:

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road, Central.



Other Distinctive Features

Absolutely positive mechanical square wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving, you enjoy a continuously agreeable feeling of solidity. Riding,

you are a comforting sense of security such as you have rarely experienced in any car.

The design of all steering—The steering facility of this phenomenal car is literally amazing. Eight Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

WHEN THE ENGINE RUNS TOO HOT.

It is perfectly possible for a radiator to be steaming violently, without the engine being heated above a satisfactory running temperature and such cases of boiling radiators have been treated in the recent article "When The Radiator Runs Too Hot."

HOT ENGINE—COLD RADIATOR.

On the other hand, there are instances in which an engine becomes too hot to run satisfactorily or safely, when the radiator is not at all hot—sometimes almost cold. This condition always results from a partial or complete failure of the heat that is developed in the engine being conveyed to the radiator—there is too little to the air—and such failures usually result from partial or complete lack of movement of heated jacket water into the radiator.

WHEN CIRCULATION FAILS—UTTERLY.

When a car is "out of water" or the water is so low in a thermosiphon cooling system that the circulation path is incomplete, the engine obviously may overheat excessively, while most of the radiator remains cold. A similar condition may exist in winter with a radiator so badly frozen that no circulation through it can occur.

THE DEFECTIVE THERMOSTAT.

In the case of a car fitted with a thermostatically operated valve, designed to by-pass the circulating water around the

radiator until it has reached the desired working temperature pronounced overheating of the engine may be caused by failure of the device to close the by-pass and let the circulation into the radiator when it should, resulting from sticking valves or a defective thermostat. The thermostatic device is usually located in the water outlet to the radiator and the remedy lies in unbolting and detaching its housing, after drawing down the water, lifting out the complete thermostatic unit, reassembling the housing and refilling the system.

PUMP AND PIPING TROUBLES.

Other causes of inadequate movement of hot water from the jackets are faulty action of the belt used to drive the pump on some cars loose pump impeller, collapse of the pump intake hose and contraction of any of the passages through which jacket water is carried to the radiator.

POOR CONDUCTION THROUGH JACKET WALLS.

Another cause of retention of heat in cylinders and their consequent overheating is poor thermal conductivity through the cylinder walls to the water. This may be due to initial defects in the castings and to excessive accumulation of rust and sludge on the inside water jacket walls. Heavy carbon deposits in combustion chambers also have the same effect and allow internal parts to get so hot that fuel charges preignite and the carbon knock results.

FITTING NEW PISTON-RINGS.
Question:—Three cylinders of my six-car are pumping oil. Do you advise me to install new rings in these three cylinders only or to renew them in all six? Would inner-rings overcome this oil pumping? What end clearance should the rings have and should they be lapped in?

Answer: You had better install new rings in all cylinders while you are about it, but before fitting any new rings, make sure that none of the cylinders are scored and that they are not worn beyond the point where ring replacement can be expected to restore gas and oil tightness. Measuring the bores with micrometer calipers is the only way to determine the condition of cylinder bores. You might "take a chance" and try inner-rings. Perhaps they would improve matters for a time, at least. Piston-ring end clearance should be about 0.012 inch according to the regular rule, but you better check up this figure with your local service station. Better let the rings wear in rather than try to lap them in.

REPLACING BURNED EXHAUST-VALVE.

Question: One of the exhaust valves of my engine has become so badly burned that I shall have to replace it. Is this an operation that I can perform or will it be necessary to do something to the valve seat?

Answer: It is very unlikely that the valve-seat has been damaged as this part is so much more effectively cooled than the head of the valve itself. You can tell by examining the seat, whether it is badly pitted or scaled and, unless you find it so, a new valve should readily grind to a good seat upon it. You should be able to install a new valve without trouble. If, however, you find the seat spoiled, a light cut taken with a re-seating tool should give you a seat as good as the original one.

THE LIGHT MOTOR TRUCK.

ECONOMICAL OPERATION.

The export managers of the big American automobile companies who are members of the National Automobile Chamber of Commerce have decided to organize a better handling and shipping of motor vehicles abroad. Regular meetings will be held to gather data and present to the steamship companies a common view point on matters of general interest in connection with the export trade in these vehicles; generally the idea is to extend to foreign trade the principles under which the immense traffic of cars and trucks on the railways is now supervised through monthly meetings of these export traffic managers.

This is a typically American practice, but there is interest in it for us on this side of the Atlantic, because America is reported to be ready to venture on this side with 30cwt. trucks. It would appear that the manufacture of commercial vehicles on the other side has fallen into the hands of relatively few firms, and they are beginning to look to a European market for expansion. This work of export organization which the managers are now taking up may have something to do with introducing more 30cwt. vehicles here. The report goes to confirm what already has been said in this column—that the 30cwt. vehicle is becoming popular with British commercial firms because it combines load capacity with some speed powers, and all at relatively low operating costs. It may be recalled again that several British firms noted for the manufacture of cars only have recently adapted chassis of the type that goes to make the 14-h.p. or the 16-h.p. car for commercial work. These

chassis are noted for their sturdiness; one car of the smaller of these two powers is particularly sturdy, ranking, as the heaviest cars on the road for power and at its price, and whilst it has a somewhat heavy petrol consumption, it more than compensates for this by its steadiness on the road and its capacity to climb anything climbable, and to stand up on any road. Qualities like this fit it pre-eminently for commercial work within its sphere, and, with other makes, it is recording progress for commercial work.

As a commercial vehicle it may be classed as a light truck, which is not to confound it with the lighter run-about or the serviceable tonner. It is cheap to operate, and if on return runs it has to operate light—that is, without return load—the costs are so low as not to eat seriously into the gross profits. According to the excellent tables recently issued by the "Commercial Motor," the running costs for a vehicle of this type, the details including fuel, oil, tyres, maintenance, and depreciation, work out at 5d. per mile. To this must be added standing charges, which, including licences, wages, rent and rates, insurance and interest, are set down at 9s. 10d. per mile. Assuming that the machine does not less than 200 miles a week, then the total operating costs a week work out at about £8. 14s.

The minimum charges to yield a satisfactory profit for such operation should be, for the 200 miles, £13. 14s., leaving the haulier a profit of £5. This is enough, but no more than enough, to justify a man setting up as a one-machine man, for he would doubtless operate the machine himself and so have his wages in addition to this profit, but it would mean organisation, so as to keep the vehicle operating—in other words, finding loads to carry—to its fullest possible extent. That would not mean work every week in the year, for obviously if good running order was to be maintained the vehicle would have to be called in for a period for overhaul, but the figures explain in some measure the popularity of the light truck. It is reasonably cheap in first cost, it has a good working capacity, it is economical to operate. Like the private car, its popularity is sure to grow as one result of the recent hold-up of transport facilities.

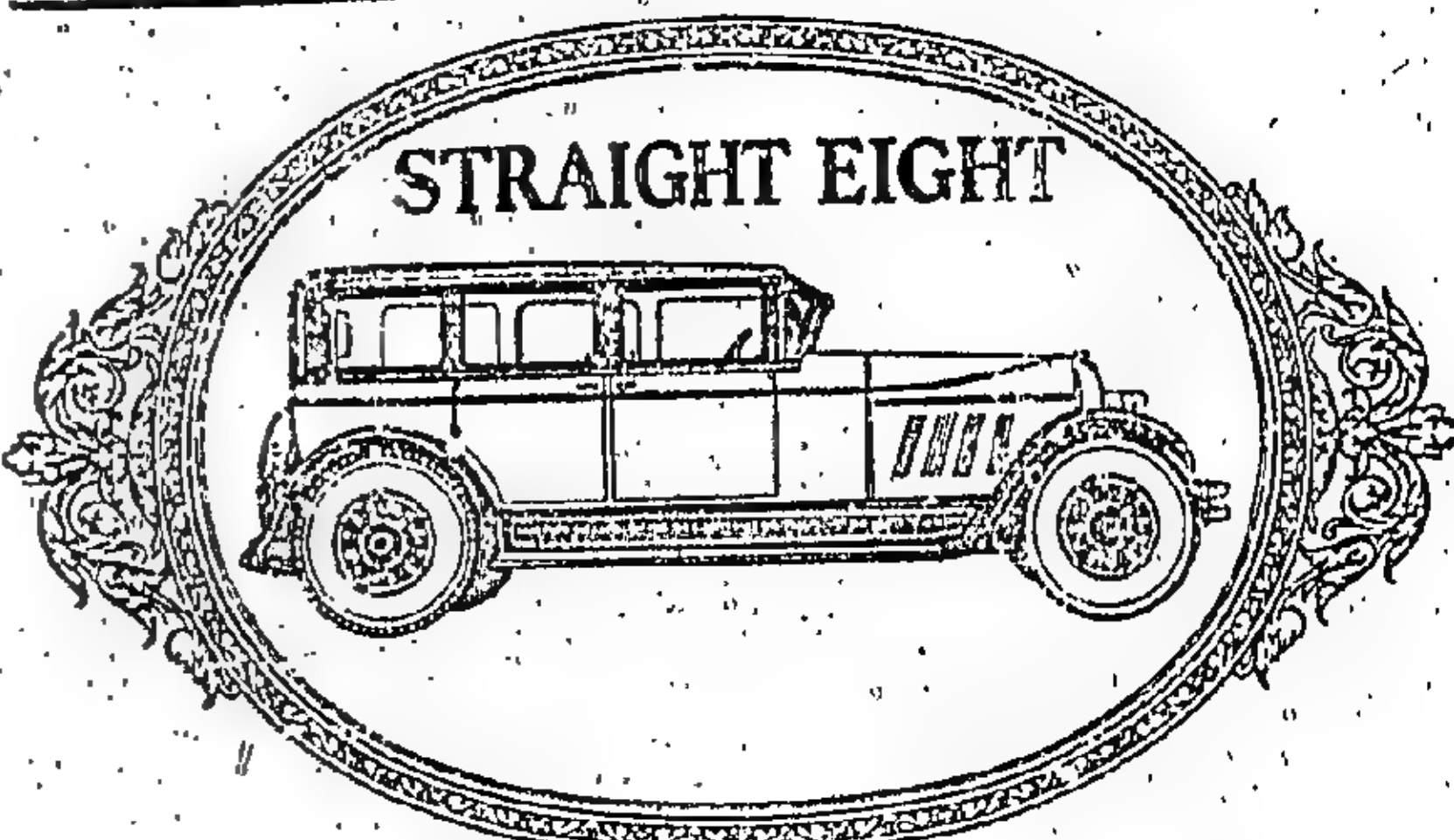
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CHANGES WOOD TO GAS.

SMART MORRIS WORK.

That Morris motors do their best to uphold British prestige on all occasions is shown by the prompt attention given to a cabled order for twenty-two cars from their Singapore dealers, the whole of which was shipped to them within twenty-four hours on the S.S. Kitano Maru.

Herr Engelbach, German chemist, has announced a process for changing wood into gasoline. He claims that he is able to turn wood into gasoline at about a third the cost of imported gasoline in Germany.



AUBURN

Durability To the careful, the factor of durability in a car is of vast importance. Demand the car that will withstand day by day the hardest usage and keep sweet running. Things are done and care is taken at Auburn factories to insure better performance and longer life than any other manufacturer does. It is its unusual sturdiness that transforms the purchase of an Auburn into a long paying investment. Drive it—compare it—if the Auburn does not sell itself you will not be asked to buy.

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32,000,000 TYRES.

It is estimated that the Akron tyre factories will turn out 32,000,000 tyres in 1926.

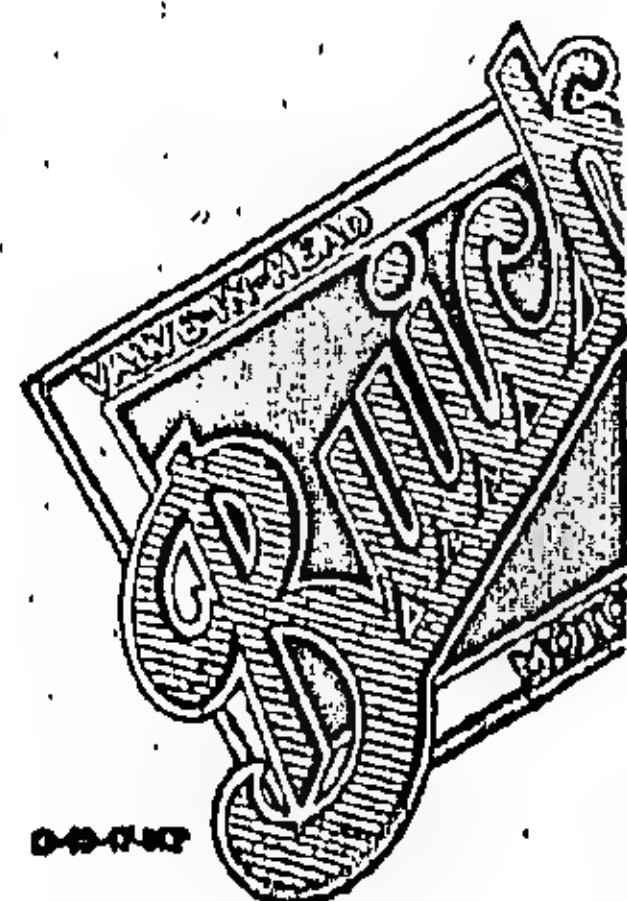
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IS IT "as good as BUICK"?

Before you are persuaded, by an extra allowance on your old car, to buy some car you might not choose otherwise, look it over carefully.

You probably will be told that it is "as good as Buick", but investigate. See if it is!

Does it have a "sealed chassis"? Has it a torque-tube drive? Has it mechanical 4-wheel brakes? Has it a ten-plate, multiple-disc clutch? Has it a Fisher body? Has it adequate and efficient nation-wide service facilities? Has it more than a million enthusiastic owners?



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This powerful tread with built-up shoulders finds a foothold in any kind of going—up steep hills, through deep mud, sand or soft dirt. Here's real traction for you—real power and speed. And here's far greater safety—on turns, on hills and on the straightaway—than tyres ever gave you before. Now is the time to fit your machine for all roads and weather with full-size four-ply Gum-Dipped Balloons.

MOST MILES PER DOLLAR

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"REDS" ARRESTED IN JAVA.

A BIG MURDER PLOT DISCOVERED.

NATIVE COMMUNISTS.

In connection with the murder of the village headman named Datoek Tamang Sati, in the sub-district Kamang, on the west coast of Sumatra, over sixty natives have been arrested to date, says a Batavia message of October 5, all of these being believed to be concerned in the plot to kill the native headman in question.

The three native communists, who actually committed the crime, have escaped and are now at large. Furthermore thirty men and women have been arrested for attending secret meetings of suspected communists.

A plot has also been discovered for the murder of Government officials who made arrests and house searches.

Three native communists in the Batak province have been sentenced to various terms of imprisonment for carrying out communist propaganda.

In Serang, a province of Bantam, in west Java, four communists were arrested recently, one of these being the much "wanted" Hillman, two others being discharged employees of the Government telephone department.

In the notorious Kebajoran district no less than 500 members of the native communist association, the "Perserikatan Komunis Islam" reported to the native Government officials there and submitted their membership cards, asking for pardon at the same time.

According to an official investigation, the natives in this district have become more tractable of late and are inclined to behave like peaceful and law-abiding citizens.

CHINA'S PROBLEM.

MUST BE SOLVED BY CHINESE.

Rugby, Oct. 15.

During the course of the statement on British Policy in China, made by Mr. Miles Lampson at the annual dinner of the China Association held last night, he said that the British Government believed that the difficulties presented by the present phase in the development of China must be faced and solved by the Chinese themselves, and that it was for them alone to decide by whom and in what manner their country should be governed. It was unfortunately inevitable that until a system of government had been established in China which received the support of and could act with the authority of China as a whole the relations between the British and the Chinese nations must be affected by the abnormal conditions, which, it was in the interest of both, to see removed as quickly as possible. In the absence of any settled and permanent Chinese Government, British lives and property were endangered by the prevailing lawlessness and British interests were liable at any moment to be prejudiced by the action of irresponsible individuals or bodies. Where no Chinese authority was in existence, the British Government was bound to accord to their nationals the fullest protection and support and to exact reparation for wrong done.—*British Wireless.*

SCOTTISH WEDDING.

LOGAN-BUCHANAN.

The marriage was solemnized at Union Church, Kowloon, yesterday afternoon, of Mr. James Stanley Logan, of Cape D'Aguilar Wireless Station, and Miss Helen Hilday Buchanan, of Dumfries, the church being prettily decorated for the occasion.

The bride arrived in the Colony yesterday morning by the s.s. Manhua, and the service, Rev. J. Horace Johnston officiating, was conducted from a Bible with which the bride was presented on departure from home.

Charmingly attired, the bride was given away by Mr. J. E. Anderson, Mrs. Hardinge being the matron-of-honour. Miss D. Hardinge and little Miss Everest were the bridesmaids, and Mr. W. C. Gee was "best man".

A reception was held later at the residence of Mr. and Mrs. R. J. Everest, after which the happy couple left for Macao, where the honeymoon is being spent.

MIXED GRILL
A Merry Miscellany
Ashley Sterne

When the International Philatelic Exhibition opens in New York about the middle of October there will be found on view the rarest stamp in the world—a one-cent British Guiana, issued in 1856, which is valued at \$7,300. I don't know what makes this stamp so "frightfully" rare, I imagine it must be its scarcity. Anyway, it has suggested to me an absolutely topping method of making a fortune. My idea is to buy up every halfpenny stamp the Post Office has got, tear 'em all up except one, and then exhibit the survivor at the Grafton Galleries, or somewhere, at half-a-crown a head. When every philatelist (this means a person who is kind to postage stamps) has whacked down his money to see this unique curiosity, out of which I shall expect to net about a million pounds, I shall announce my intention of destroying this, the only British halfpenny stamp in the world, and thus make it not merely rarer than ever but absolutely obsolete. This will provoke a most terrific public outcry, which (I feel confident) can only be quelled by the Lord Mayor of London



opening a Mansion House to purchase the stamp from me for the nation. The figure I shall quote, I warn you, will sound more like German Reparations than a price.

I am sorry to learn that Mrs. Moleigh Marthage's grouse-shooting party at Mildew Manor, near Macledish, has so far met with no very pronounced success, the total bag for the first week only amounting to one hedgehog, which was accidentally run over by the luncheon-cart.

Nor did the second week yield any better result. Major Baddeley Bostytte succeeded in winging a moor-hen, but as he unfortunately winged it in the tail the poor thing managed to scramble back to its nest where, though badly scared, it promptly and pluckily commenced to grow a new one. Capt. the Hon. Gastley Muckupp secured one bird, but as it chanced to be the weathercock off the roof of the stables it was naturally disqualified from being counted in the bag. The genial hostess, however, remains full of the best spirits, of which she fortunately still possesses a large pre-war stock, and is hopeful that before the party breaks up, which it shows signs of doing about thrice daily at least one of the three grouse she has preserved so lavishly for many years past will fall a victim to her guests' prowess of dying of old age.

Wife (at breakfast-table): I'm very sorry, darling, but I'm afraid the eggs are not quite fresh.

Husband (engrossed in the "Radio Time"): Send 'em up to the B.B.C. and ask them to be good enough to relay them.

A friend of mine handed me an American paper the other day wherein the news of the moment, was compressed, presumably through lack of space, into a solid block of type—no spacing, no jolly little asterisks, not even separate paragraphs. The result was somewhat bewildering to read, as the news-items were sort of shot at you two at a time, from a machine gun, and had to be mentally probed out afterwards. I won't attempt to quote verbatim, but here follows a transcript of the impression I gained from this verbal bombardment:—

THE IMPERIAL CONFERENCE.

FORECAST OF THE AGENDA.

London, Oct. 15.

The British Cabinet to-day completed the arrangements for opening the Imperial Conference on Tuesday.

An authoritative forecast of the agenda shows that foreign affairs and Imperial affairs take an

"President Coolidge gave a dinner-party last night, and seven fresh cases of ptomaine poisoning were admitted this morning to hospital. An outbreak of swine fever is reported from Long Island, and Mr. Lucullus K. Hogge has hurriedly returned to New York in consequence of the sudden illness of his business partner. Jack Dempsey has refused an offer of \$100,000 a night to sing in grand opera, and special prayers are to be offered in all churches next Sunday in consequence of the continuous drought. A man committed suicide this morning by swallowing 27 safety-razor blades, and Steels suddenly rose four points this afternoon owing to an unexpected shortage arising."

SILLY SEASON LOVE LYRICS.

As the hole is to the Gruyere,
As the pip is to the grape,
As the pump is to the milkman,
As the organ is to the ape,
So are you my best and dearest,
Unto me, my darling swain,
And if you doubt my meaning,
I'll say it all again.

As the hump is to the camel,
As the punt is to the pole,
As the roe is to the herring,
As the sausage is to the roll,
So am I, my own beloved,
Unto you, I love to think,
And if you doubt my statement,
I'll rewrite it in red ink.

As the plum is to the pudding,
As the powder is to the jam,
As the molehill is to the mountain,
As the river is to the dam,
So are we to one another,
You to me and I to you;
And if you don't believe it,
I'll repeat it till you do.

A reader writes to ask me if it is true that there is to be a total eclipse of the sun, visible in England, next summer. Yes, Cuthbert:



just the same as there is every summer on the day I start for my holidays.

CORRESPONDENCE.

Should Plumbers Perspire?

Sir.—I am only a little girl of five, but nevertheless I most emphatically opine that the whole question of sudatory exudation is an ethical one, and hence should not be regarded as a mere problem in transcendentalism—an error into which so many of your correspondents seem to have precipitated themselves.—Yours affectionately,

Lucy Timmins (still age 5.)

Sir.—The question you propounded is a very vital one, and serves to remind me of a curious incident which occurred in Bombay in '98. A second cousin of my wife's accidentally trod on a fog-signal outside a pork-butcher's one day, and on turning round to pick up his umbrella was surprised to find that he had not dropped it. At the same moment he experienced a sharp pain between the shoulder blades, which he at once attributed to a liver attack he had contracted when a boy through watching a goat trying to put a vegetable marrow into a cricketbat.—Yours respectfully,

Ivor Tylelooge.

Sir.—When somebody or other asked Abraham Lincoln or Bismarck or somebody for his views on Bimetallism or something, the irrefutable reply was, "What I have, I'll hold," or something like that; and it seems to me that some answer or other, somewhat to this effect, is the only possible one to the present question.—Yours drivellingly,

Beasley Tosher (The Plumber's Poet.)

early place, and communications by sea and air, wireless and cable loom large. The internal relations between various parts of the Empire provide opportunity to discuss the treaty-making machinery and, incidentally, to consider Locarno. Another knotty point will be the question of Dominion "independence" and Imperial Defence, which will be discussed secretly when the redistribution of the burden of armaments is raised, probably by Mr. Bruce.—*Reuter.*

DAIRY FARM NEWSIce is to food
what heat is to winter comfort

Ice to-day is an accepted commodity on a par with Milk, Water, Light, etc. What would the present day meal be without the contributing forces of Ice?

You need Ice all the year round.

The Dairy Farm, Ice & Cold Storage Co., Ltd.

DINNER DANCES

If you **MUST** dance during Dinner, at least ensure That your *Aperitif* contains

ANGOSTURA BITTERS

thus safeguarding an otherwise Impaired digestion.

E. HING & CO.SHIPBUILDING MATERIALS SHIP CHANDLERS
HARDWARE MERCHANTS.

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TEL. 52 Central)**DESTROYERS ARRIVE.**

BRITISH FLOTILLA IN PORT.

Much interest has been centred locally in the arrival of H.M.S. Keppel and the 3rd Destroyer Flotilla, which have been sent out for special service in the Far East. These boats arrived last evening and went to anchorage, where they have been the objects of much interest. The boats, with their officers, are:

H.M.S. Keppel—Captain C. G. Ramsey, R.N.

H.M.S. Witherington—Commander E. K. Boddam Whetham, D.S.O., R.N.

H.M.S. Verity—Lieut. Cdr. A. M. Donovan, D.S.C., R.N.

H.M.S. Woolston—Commander C. G. Stuart, D.S.O., D.S.C., R.N.

H.M.S. Veteran—Lieut. Cdr. H. Clanchy, R.N.

H.M.S. Wivern—Lieut. Cdr. P. H. Calderon, R.N.

H.M.S. Wolsey—Lieut. Cdr. C. J. H. Hill, R.N.

H.M.S. Wishart—Lieut. Cdr. S. Barry, R.N.

H.M.S. Wild Swan.

It is probable that eight of the boats will leave for Hankow on Monday, and that the Wild Swan will later proceed North as well.

LIBERAL PARTY.

THE QUESTION OF LEADERSHIP.

Rugby, Oct. 15.

The resignation of Lord Oxford and Asquith from the leadership of the Liberal Party raises the question of who will be the new leader.

The idea generally prevailing in Liberal circles is that for the present Mr. Lloyd George will continue to lead the Party in the House of Commons as he has done since Lord Oxford went to the House of Lords, and that Earl Beauchamp will become the leader in the Upper House. It is realised, however, that eventually a choice will have to be made of an actual leader of the Party. Various personages have been mentioned for leadership in addition to Mr. Lloyd George who holds strong claims. Viscount Grey, Sir John Simon, Lord Reading, Sir Herbert Samuel and Lord Beauchamp have, in turn, been named. Discussions, which have expected in the Party, have rendered the question of leadership difficult. Mr. Lloyd George will make a speech at Barnstable to-morrow, when he is expected to make a pronouncement on the position.—*British Wireless.*

PAN-PACIFIC CONGRESS.

AUSTRALIAN DELEGATES IN HONGKONG.

There arrived in the Colony yesterday by "s.s. Mishima" four official delegates of the Australian Federal Government to the Pan-Pacific Congress which is shortly to be held in Tokyo. The last Congress was held in Australia, in 1923, and the first in Honolulu in 1920.

The delegation is headed by Sir Hubert Murray, K.C.M.G., Lieutenant Governor of Papua, and the other members are Mr. R. H. Cambage, O.B.E. (President of the Australian National Research Council), Mr. E. G. Andrews (Government Geologist), and the Rev. E. F. Pigot, B.Sc. (Director of the Riverview Observatory, New South Wales).

Accompanying the delegates are Professor O. U. Vonniver (Physics, Sydney University), Professor Woodruff (Veterinary Science, Melbourne University), Professor Cotton (Geology, Sydney University), Professor Osborne (Botany, Adelaide University), and Mr. Halligan (Oceanography).

From the Philippines, Father M. Selga, S.J. (Director of Manila Observatory) and Dr. Elecano (Geologist of the Bureau of Science) are also proceeding to Japan by the same steamer, which leaves at 1 p.m. to-day.

CHUNGKING RIOTS.

(Continued From Page 1.)

Customs Outdoor Staff bungalow. Everything removed including verandah. Only walls and roof left.

Parry's bungalow in Gap. All locks cut out of doors, window glass broken. Two of the Tsang Hsin Kiao tuan in uniform, with five others not in uniform, were in house when visited, they said they had been sent there to protect the bungalow.

From information received from people in the vicinity of the bungalows, and the watchmen, looting and damaging of the bungalows in every case was commenced by the fuan and finished by the local farmers.

I am of the opinion that if it is ever decided to repair the damaged bungalows the following will practically have to be rebuilt: Barry's 3 (Consul's and 2 A.P.C.)

Mackenzie and Co.'s 2
Naval bungalows 2
J.M. and Co.'s 2
Moyling's 1
Customs 2

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NEW STYLES**In Gentlemen's
SOFT FELT HATS

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LONDON, W.**Glyn's Hats**

are well known for their smart appearance and lasting wear.

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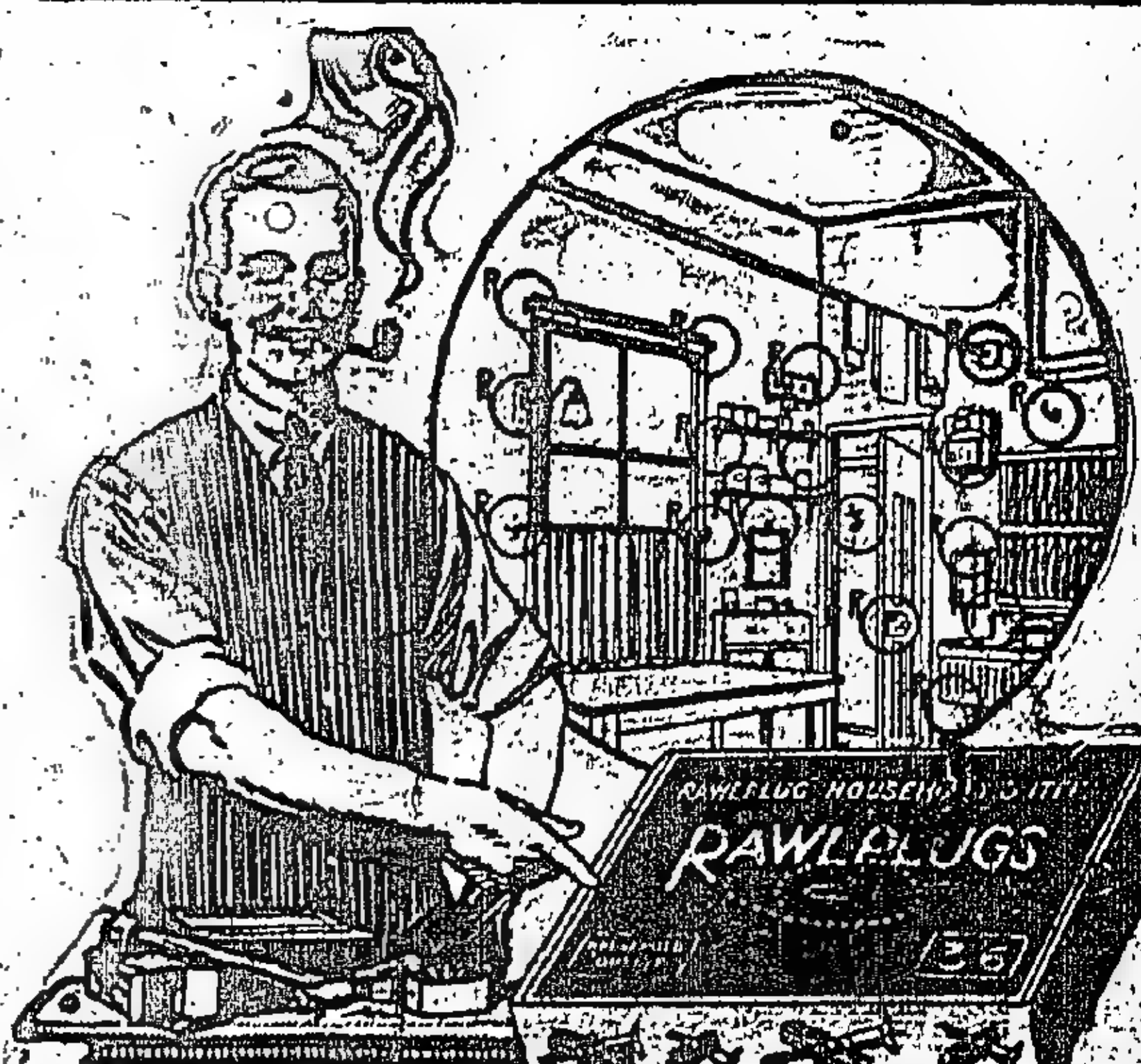
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The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself.

- (1) Invisible when in position.
- (2) Anyone can use them.
- (3) No damage to Walls.
- (4) There is a Rawlplug for every screw.



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LIQUOR TAXES.

INCREASE IN CHINESE DUTIES.

The surprise of the Budget is the revision of the duties on intoxicating liquors, the motion regarding this new taxation being introduced by the Hon. Colonial Secretary. By the raising of these duties the Revenue will be increased by \$600,000 next year, and possibly by a little more when normal conditions rule.

The Hon. Colonial Secretary, rising to introduce without notice a motion regarding taxation said: By leave of the Council I rise on your Excellency's instructions to move the resolution—That pursuant to section 41 (1) of the Liquors Consolidation Ordinance, 1911, Ordinance No. 9 of 1911, on and after the 16th day of October, 1926 the duties to be paid upon intoxicating liquors heretofore or hereafter imported into, distilled, made or prepared in the Colony shall be assessed as follows:

EUROPEAN TYPE LIQUORS.

On all liquors, and on all champagnes and other sparkling wines \$10.00 per gallon.

On all brandy, gin, rum, whisky and other spirit liquors \$6.00 per gallon.

On all port, sherry and madeira \$4.00 per gallon.

On all other still wines \$3.00 per gallon.

On beer, porter, cider, perry and stout \$0.40 per gallon.

On all intoxicating liquors above the strength of 18-degrees under proof, for every degree above such strength, in addition to the appropriate duty as above \$0.07 per gallon.

CHINESE TYPE LIQUORS.

On all Chinese type spirits containing not more than 25 per cent of alcohol by weight \$1.20 per gallon.

For every one per cent of additional alcoholic strength by weight \$0.05 per gallon.

JAPANESE TYPE LIQUORS.

On all sake containing not more than 25 per cent of alcohol by weight, \$1.20 per gallon.

For every one per cent of additional alcoholic strength by weight, \$0.05 per gallon.

OTHER LIQUORS.

On any intoxicating liquor which is not specifically mentioned or referred to in the foregoing Parts I, II, III, \$19.00 per gallon.

Provided that it shall be lawful for the Superintendent of Imports and Exports, in his discretion, to assess the duty on any such intoxicating liquor at such lower rate as is provided in Parts I, II, and III above for the liquor which the Superintendent shall deem to approximate most nearly to such intoxicating liquor.

And that on all spirits distilled within the boundaries of the Colony of Hongkong there shall be allowed a deduction of ten cents per gallon from the duties heretofore enumerated.

And further that the resolutions of this Council which are set out on pages 440, 441 and 442 of the Regulation of Hongkong, 1644-1844-1925 under the heading "Resolution of the Legislative Council" shall cease to have effect on the coming into operation of the foregoing resolution.

Discussion Facilities.

I should first like to explain to the Council that though for obvious reasons no notice could be given of this motion, for if notice had been given it is clear that opportunities would have arisen for evading the duty, the Government has no desire to stifle criticism, and although I trust the motion will be passed, this afternoon so that it can come into force forthwith, the Government will be prepared to give all reasonable facilities for a full discussion of the proposals at an early date if any member, after considering the effects of the changes at his leisure, feels it incumbent on him to give notice of a motion for their modification.

In my remarks on the introduction of the Supply Bill, I made reference to the need for additional revenue and I mentioned that the Government hoped to raise this revenue in part from certain minor changes estimated to bring in about \$138,000.

It was obvious however, that this sum was insufficient for our needs, and I referred to certain measures which I should lay before you later. After careful consideration the Government has decided to recommend to this Council the raising of some of the Liquor Duties whereby we hope to increase our Revenue by about \$600,000 next year and possibly a little more when conditions have returned fully to the normal.

Heavily Taxed Liquors.

An opportunity has been taken to recast the form of the resolution imposing the liquor duties,

but I would point out at once that no change has been made in the duties on the more heavily taxed liquors.

I would hasten to add, that this is from no special regard for the pockets of those who drink these more expensive forms of liquor, but because the Government is advised that this type of liquor already bears as high a duty as can in present circumstances be properly charged upon it and that this duty works out far more heavily in proportion than the duty charged upon the so-called Chinese wines.

The only alteration in what are termed European type liquors is the abolition of the special concession of 50 cents a gallon on wine imported in wood.

I am informed that the bottling industry is a very small one, that the differentiation has given rise to difficulties in the collection of the duty, that the purchasing public has shown a growing distaste for locally bottled wines, and that the differentiation is no longer advisable and can be abolished with advantage to the Revenue and no detriment to legitimate trade.

Unsatisfactory System.

The present system of duties on native wines and spirits has proved unsatisfactory and it is now proposed to drop the elaborate differentiation into classes which have been found in some cases meaningless, and in some misleading, and to base the duties on the more scientific method of calculation by alcoholic strength throughout.

Native liquor bears at present a very light burden of taxation and the new duties have been calculated with a view to a considerable increase in the present very inadequate revenue derived from such liquor.

Even with the new duties the tax on Chinese spirits will be far less in proportion than on the European type liquors. I would observe that the so called native wines are in fact all spirits produced by distillation and are therefore properly assessed on the alcoholic strength like imported spirits.

Alcoholic Strength.

The duty which we now propose to levy is based on a normal alcoholic strength of 25 per cent by weight, the duty on which will be \$1.20 per gallon, and 5 cents per gallon will be added for every additional 1 per cent of alcoholic strength by weight.

The present rates on native liquor brought in about \$800,000 in 1924, the last normal year, and about \$665,000 in 1925. I wish to deal first with native liquors other than New Territories liquor dutiable at the special rate of 20 per cent per gallon. The consumption of these liquors in 1925, apart, of course, from smuggled liquor, was 605,113 gallons imported on which duty recovered was \$390,390, and 399,260 gallons locally produced duty recovered \$242,556, a total of \$632,946.

The new duties on these liquors are estimated to bring in an additional \$484,000 being \$310,000 on imports and \$174,000 on local produce.

Secondly, as regards the special rated New Territories liquors the total produce of which we have record was, in 1925, 165,137 gallons on which the duty was \$38,027.

From this must be deducted 26,004 gallons exported to urban districts, and a quantity which I am advised cannot well be less than 40,000 gallons smuggled into these same districts, which would reduce the consumption in the New Territories to 99,133 gallons on which the duty would be \$19,827.

Extensive Smuggling.

In the existing tariff these New Territories liquors are rated at the very low duty of 20 cents a gallon for consumption in the New Territories whatever their alcoholic strength.

It is proposed to place spirits distilled in the New Territories whether distilled there or not on the same level as other Chinese liquors. The present system has given rise to extensive smuggling and however honest the distiller may be he cannot say what his purchaser will do with the liquor purchased.

Undoubtedly large quantities of the low taxed spirit have found their way into the urban districts by train, motor car, lorry and truck to the detriment of the Revenue, and in defiance of the law.

Two Standards.

When the lower duty in favour of the New Territories was first imposed there was no railway, and there were no motor roads, and the New Territories distilleries have moved out into the New Territories and there are comparatively few left on Hongkong Island. The standard of living has risen considerably in the New Territories

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and it is felt that there will be little hardship in raising the duties to a parity with those of the rest of the Colony.

In view of the greatly improved methods of communication it has become almost impossible to prevent smuggling from the New Territories to the rest of the Colony and two rates of duty for the same article in what is really one Territory can no longer be defended.

The increased rates should produce a revenue of about \$120,000 an increase of roughly \$100,000 on the liquor consumed in the New Territories, and a total increase of \$584,000 on the present revenue from all native liquors.

Six Lakhs Increase.

With the improved conditions hoped for next year, the Government feels justified, if the proposals now put forward are approved, in anticipating a total increase of some \$600,000 in the revenue from Liquor Duties over and above the figure of \$1,200,000 inserted in the draft estimates

now before the Council. The figure should be amended to \$1,800,000.

A new provision has been inserted to cover unenumerated liquors, i.e. the various special liquors which it is impossible to enumerate individually, and while this has been properly placed at the highest rate you will notice that to avoid hardship, power has been given to the Superintendent of Imports and Exports to classify such liquors according to the classes to which they properly belong.

Under the existing classification every unenumerated liquor is entitled to entry at 40 cents a gallon and it may well be that liquor which ought properly to pay a high rate comes in too cheaply by the fortuitous circumstance that it has not been expressly enumerated.

Local Spirit Duty.

Finally I come to the last new provision, viz., a reduction of 10 cents a gallon in favour of locally distilled spirits. Spirits of the Chinese type manufactured in the

Colony are subject to Excise supervision and restriction which, while they result in a superior article, undoubtedly tend to increase the cost of production.

Distilleries situated outside our borders are not subject to these restrictions and it is thought equitable that the local product should not be penalised in this way without some compensating advantage. I think this small concession to the local producer will meet with the approval of Hon. Members.

I am afraid I have delayed Council far too long, but I wish to make the intentions of the Government as clear as possible. I now formally move the resolution which I have already read and would merely remind Hon. Members that while the Government regards it as important that the resolution should be passed to-day, ample opportunity will be given if desired for subsequent discussion.

The Hon. Colonial Treasurer seconded and the resolution was adopted without discussion.



WOMEN'S INTERESTS

LACTOGEN
BABY



Photograph of the new ostrich boa. It is of a fairly deep, but very soft and subdued rose colour, and is worn with a pink felt hat several shades lighter.

YOUR DANCE SHOES.

HOW TO CARE FOR THEM.

As a matter of fact, dancing shoes are subjected to quite hard wear, and to buy a cheap pair is no real economy.

Pay a good price, and you get a good cut, which enhances the charm of a pretty foot, and improves a larger one; you get better material, which lasts, and keeps in shape to the end.

The sole should be flexible, and give to every movement of the foot, if dancing is to be a real pleasure, but, in spite of every care in the choice of shoes, many people suffer from hot, tired feet.

In that case, rub the soles of the feet with methylated spirits or eau de Cologne, then dust them with boracic powder; a little boracic sprinkled inside the shoe also helps.

Reviving Satin Shoes.

If satin shoes are used, those with large feet should choose small patterns and soft, dark tones.

Satin often looks rubbed and shabby long before the shoes are worn out, but there is a new "Brightener" to be had, which freshens up the material wonderfully.

They should be rubbed with a soft cloth, put on trees, and wrapped in tissue paper.

White or Coloured Kid.

Kid shoes should have a little cream applied whenever they are taken off.

Soiled white or light kid may be cleaned quite successfully with benzine, then dried in the open air, and polished with cream; black kid is revived by applying, with a feather, equal parts of ink and olive oil.

Suede Shoes.

For suede shoes, a liquid cleaner is very good, applied overnight, and rubbed up next day with a wire brush. "Shine," or stains, should be first removed with sand-paper.

If they get too shiny for use and are yet otherwise quite good, they may be dyed to appear like ordinary glaze kid.



Here are seen two smart sports suits. A little gingham checked silk frock peeps from the beige coat on the left, while the wrap on the right is of dull plaids.

SMART HAND BAGS.

WITH VICTORIAN BROOCHES.

If you possess one of those gigantic, antique plaque brooches once worn by grandmamma, you can use it now to adorn a moire silk bag with smart effect. Some of quite the newest bags have great cameo or enamel plaques attached on one side of the plain clasp, and covering half the bag.

A shabby silk envelope bag is easily renovated and made to look as though it came straight from Paris if it be covered with lace. Some very chic pochettes are lace covered, or have plaques of applied embroidery work, and lace motifs, which suggests other methods of concealing a worn cover.

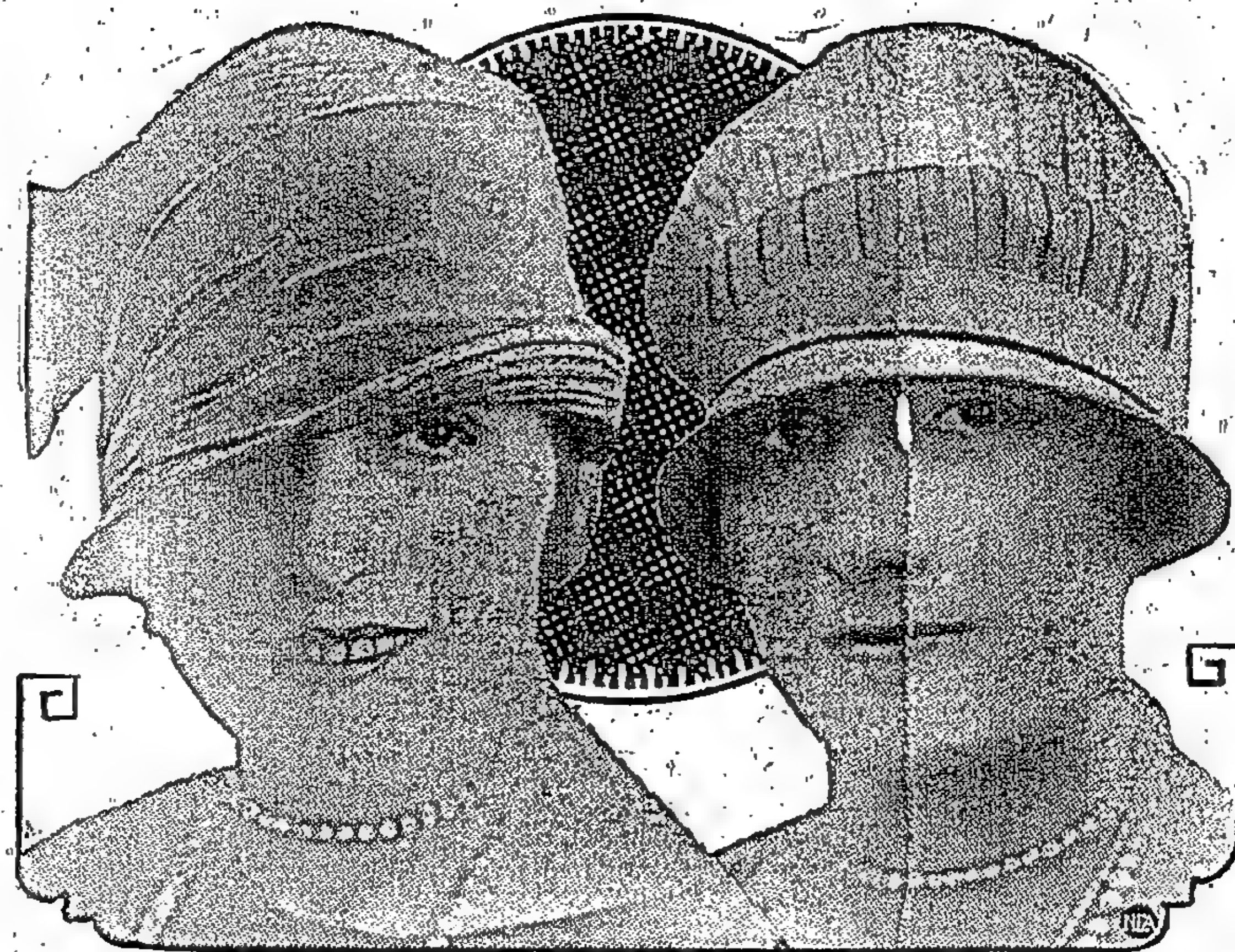
Should you have a piece of Japanese or Chinese embroidered silk among your fashioned pieces, see if it cannot be fashioned into an envelope bag. Gorgeous eastern embroidery is sharing the vogue for Aubusson for bags. The latter looks very like tapestry material, and furniture tapestry of good design makes very nice pochettes similar to the fashionable—and extremely expensive—Aubusson embroidery ones.

The antique silver top-so much liked a few seasons ago is always attractive, and can be made to look very up-to-date if the pochette is made of fashionable material. One can purchase these bag tops very cheaply abroad, especially in Holland, where so much beautifully wrought silver is shown in all the jeweller's shops.

OF INTEREST.

Huge handkerchiefs of chiffon with flowers or futuristic designs are worn as handkerchiefs of gypsy girdles with the summer gowns.

One of the loveliest imaginable wraps for evening is made of delicate lavender tulle quilted in silver threads and collared with grey fox.



On the left is pictured a straw model, banded with velvet, while on the right is seen a black and white cloche with silk brim and a crown made of narrow folds of beiling ribbon.

FASHIONS, FADS AND FANCIES.

The smart Parisienne is apt to grow weary of the thing she loves best, and she has now made the discovery that her closely cropped head looks extremely ugly behind the ears. So a much less severe crop is being devised for her. At the same time, the Parisien girl wants to keep the point in the nape of her neck, and the hairdressers, anxious to please their fastidious clients, are exercising all their skill to provide a crop which is partly a bob, giving the required length of hair behind the ears, but without spoiling the "point" or the neat head-line which is so desirable.

Maggie Ideas.

Black and white is always smart. The girl who wants to make herself a pretty evening frock should have a black georgette one to wear over white satin (preferably crepe satin that is so nice and glossy). The upper part of the frock need be merely made like a tunic and outlined with silver lace. The latest skirt is drawn rather full on elastic and the edge of the skirt has a band of silver lace to match that on the tunic. Just a silver motif on the sleeves, whether they are long or short, and a band of silver showing under the georgette at the low cut neck finish the frock. A silver leather flower worn on the left shoulder, rather high up, is smart for a dance frock of this kind. For the afternoon dancing, a black hat with a mass of silver thistle blow-aways would finish the toilette.

A Cigarette-Box.

A new and hospitable cigarette-box, of shagreen, is fitted with a plated tray which, as the lid of the box is opened, raises up the cigarettes in such a way that, even when full, it is perfectly easy to take out a cigarette without shoot-

ing out the rest or puncturing the others with one's finger nails.

New Jewellery.

New and dainty jewellery sets are still being devised. One of the most attractive and inexpensive sets is a necklace of cut stones set in gilt, with a pretty oval pendant, and a brooch of a design similar to the pendant. Ornate links make another gilt necklace which is quite short and carries a circle of cameo. A cameo brooch, carefully pinned on the shoulder so that it is on a level with the pendant is very effective. It is now also possible to buy bracelets of rubies and diamonds in dainty, floral patterns, which match small, glittering brooches.

Fur Glimpses.

A glimpse of the furs to be worn next season makes it certain that fashionably-dressed women are to have many surprises in the trimmings which decorate their Autumn coats. Pointed fox furs will be rather longer than those worn last year. Mole skin will trim almost any warm-giving garment. An unusual, but attractive, trimming is black and white goat skin, which will be used for linings inside velvet jackets, and ornate collars, and cuffs on fine cloth jumper-suits. The snow-white lynx is very luxurious, and pony skin will be seen in many lovely golden shades.

Moire Coats.

New moire coats and skirts introduce an eighteenth-century note. The coats are cut with a wide front opening, and a full basque that flares at the hips. In the pleats are pleated jackets and ruffle-cuffs of moire, of lace, or of pleated tissue. Naturally the larger hats get a look-in here, and Madame also carries an elegant stick.

VELVET HATS.

THE VERY LATEST.

Panne velvet hats are shown in every possible shape, from the unpretentious little close-fitting model to elegant berets with heavily adorned mushroom crowns. The beauty of velvet as regards millinery is its softness; pleats and folds which follow the lines laid down by the harder felts are the guiding principles of these new designs.

In place of ornamentation there are extra extravagant flares of self material, and in some cases a pattern worked in machine stitchery in a matching coloured silk. Jewellery, in the form of an exotic bar, is also in demand to hold down the folds of the highest arranged models. It is certain that velvet will have an exceptional vogue.

But beware how you choose one of the new hats. Wear the frock or coat with which the hat is to be worn, for so much depends upon the shape of your collar as to whether the coveted hat will resemble a waste-paper basket put on upside-down, or an "exclusive model from Paris."

THIS WEEK'S RECIPE.

WALNUT CREAM CANDY.

1 lb. granulated sugar, 1/2 pint of milk, 1 tablespoonful of golden syrup, a few drops of vanilla essence, 4 ounces shelled and chopped walnuts. Put milk, sugar, and syrup into a lined saucepan, and stir till it reaches boiling point, then allow it to boil 15 or 20 minutes, until firm when dropped in cold water. Take the pan from the gas, and stir in the vanilla and nuts; then stand the pan in a basin of cold water and stir rapidly until thick. Pour quickly into a buttered tin, and mark in squares.

WHAT MEN LIKE US TO WEAR.

Of course, they are very trying. They don't care a button about what is smart, and as for the fashion, they never even know what it is. They may have a vague notion that women's heads have somehow become smaller of late years, and their legs longer, but that is just about all that will have struck them. (With the exception, perhaps, of one dear old gentleman, who lamented that there weren't any waists nowadays, and he did like a woman to have a "nice waist.")

But we do have to consider them, all the same, in our shopping expeditions, for we can all of us be damped or uplifted by the comment of some particular male. In fact, we would rather have a glance of respectful approval from the postman or the bus conductor than from no one at all, so let's admit it!

In many respects their opinion is really worth having. For instance, they are undoubtedly right in attaching more importance to the grooming of a woman than to her actual clothes. They like her to shine where she ought to shine—her teeth, hair, and finger-nails, for instance—and definitely not to shine elsewhere.

They like a little touch of make-up. (Oh, they will all swear they don't, but they do, as long as it is a very, very little one, and not obvious, or badly put on, which is the same thing.) They like neat clothes, rather than trailing ones and they have a perfect passion for tailor-made. You would expect a man to like essentially feminine clothes, but no; his idea of perfection is a navy-blue coat and skirt, or, perhaps a black one, with possibly a white-plaisir in it. It's no use telling him that some women just can't wear either—tailored clothes or navy-blue without looking hopelessly commonplace and

depressed; he likes it, and that's that, and you'd better not argue.

Simple, But Expensive. They like a "little touch of white"—a snowy pleated frill, or immaculate lawn collars and cuffs, on a modest little everyday frock. They don't know, poor lambs, that nothing could possibly involve more labour and expense than this simple elegance, which strikes them as being just the thing for the business girl.

Now for what they don't like. In the first place, they are terrified of colour. Being unused to it in their own clothes, they are always a little nervous about being seen with a woman in any brilliant colour. If you want to play for safety, choose a neutral colour, or, better still, black.

Will anyone tell me why men adore black? It suits only one in ten women, for it demands a very fair, clear skin and definite colouring, and even to those whom it suits it is more ageing than a light colour. Most women look three or four years older in black. Yet the average man's idea of a really exquisite setting for his loved one is a black evening frock. Many a woman who would look radiant in jade, or rose, or orange, sets these colours wistfully aside, and chooses a "plain black frock," to please her George or Alfred. She has her reward, for though she may know she resembles nothing so much as a tallow candle in mourning, he is certain to tell her she has never looked so well.

Men also dislike anything outre or bizarre in the cut of a garment, and here, of course, they are right. They like simple, normal lines and shapes that they are accustomed to and understand.

Dislike for Imitations.

They dislike anything that is obviously imitation. Not only

Cleaning Patent Leather.

Patent leather, of which men's dance shoes are generally made, should be wiped with a very slightly dampened cloth, and when dry, polished with a small amount of vaseline. This will keep them soft and bright, and prevent cracks.

It is advisable to heat patent leather shoes slightly before wear.

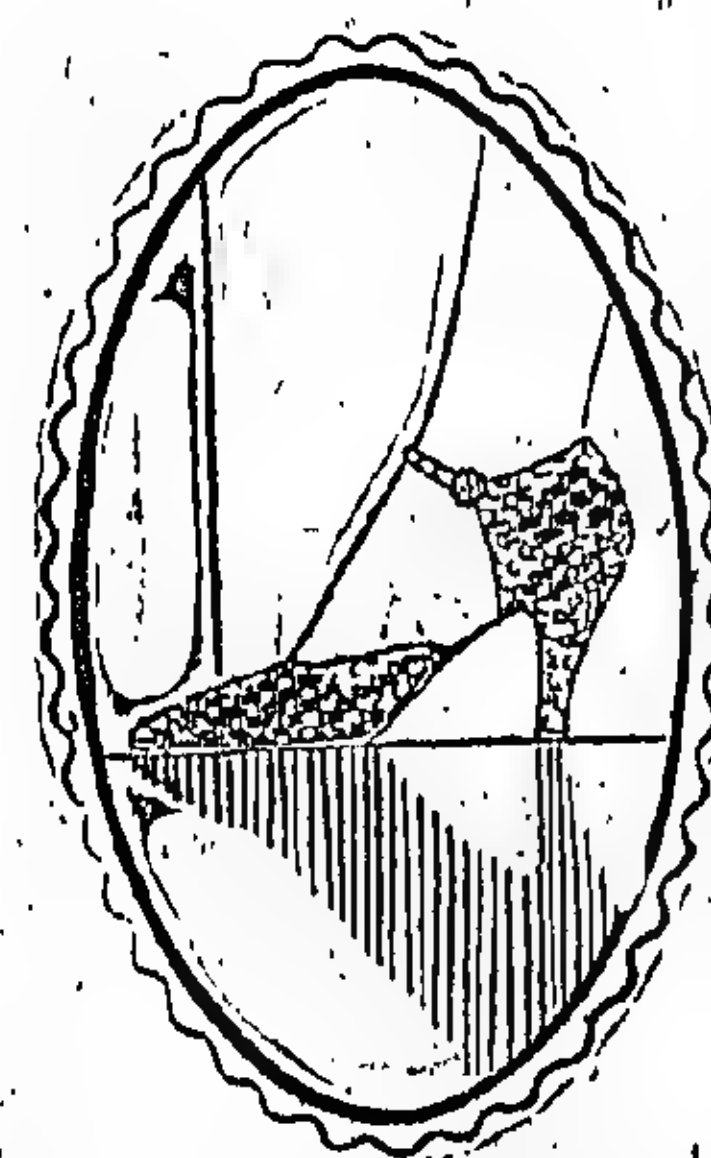
jewellery, but such things as bows that tie nothing, buttons that only pretend to come through buttonholes, and clasps or buckles that don't do any work, but are put on as an ornamental afterthought—in short, bits. No man will ever think you well dressed if you look "bitty."

Another strong dislike of theirs is for any garment that reminds them of some other object. This sounds a little vague, but one has seen, for instance, a hat that was rather like a beehive or a windmill. It might be quite a nice hat, but the reminiscence is fatal—it will never be taken seriously.

They don't like us—and oh, how right they are—to subordinate our personalities too much to fashion. They are not led astray, as we sometimes are, by what is "smart" at the moment, so that they have a surer judgment as to whether our clothes are really becoming.



New Paris headdresses are richly embroidered in pearls. This is of Egyptian design with a silver base entirely covered with pearls.



A novel note is struck in fancy material such as this shoe of black and grey shaded python. The slender strap is held in place by a cut steel buckle.

by Swath

9-26-26 © 1926 BY NEA SERVICE, INC.

'CAUSE THIS NEW PIECE
OF SWISS-CHEESE HAS GOT
SMALLER HOLES

ANK'S
ASH
HOUSE

GUESS I'LL KNOCK OFF
AND GO GET SOMETHING
TO EAT

TAKE
ONE

WELL MILLY- WHAT SAY
WE GO OUT
TO LUNCH ?

ALLRIGHTIE,
SAM

THERE'S A NEW GREEK
RESTAURANT UP TH' STREET
ID LIKE TO
TRY

Post No Bill	Post No Bill
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100	100

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Bills

45
105
NO
Bills

PA
B

SOME JOINT, EH, MILLY?
LET'S SEE WHAT
WE'RE GONNA EAT.

"GREAT SCOTT- IT'S WRITTEN
IN GREEK!!- I CAN'T MAKE OUT
A WORD ON TH' MENU"

" I'M HUNGRY AS A BEAR-GUESS
WE'LL HAVE TO GO BY TH' ORDER NUMBER
I'LL HAVE ORDER #3-THAT'S GOT A WHOLE
LOT OF STUFF ON IT."

SOUP
ALA
DISH-WATER
10¢
ALSO
FESH
FRISH

AND I'LL TAKE ORDER #2 - THAT'S
NOT SO MUCH. ~~I~~ I'M NOT
VERY HUNGRY

POTATOES
FRENCH
FRIED 25
AMERICAN
FRIED — 50
SWEDISH
FRIED —
NO GO

TH' LADY'LL HAVE THAT ORDER #2,
AND I'LL HAVE THAT ORDER #3,
WAITER

TRY
OUR
SNAPPY
TURTLE
SOUP.
ALSO
NEW LAY
STORAGE
EGGS

- MENU -
GREEK RESTAURANT
#1

ORDER #2

ORDER

200 LA LA
DER

OWIE OOPS
OOPS A

21P LA
SOME MORE
KIM

... ..

Wm. H. ...
...
...

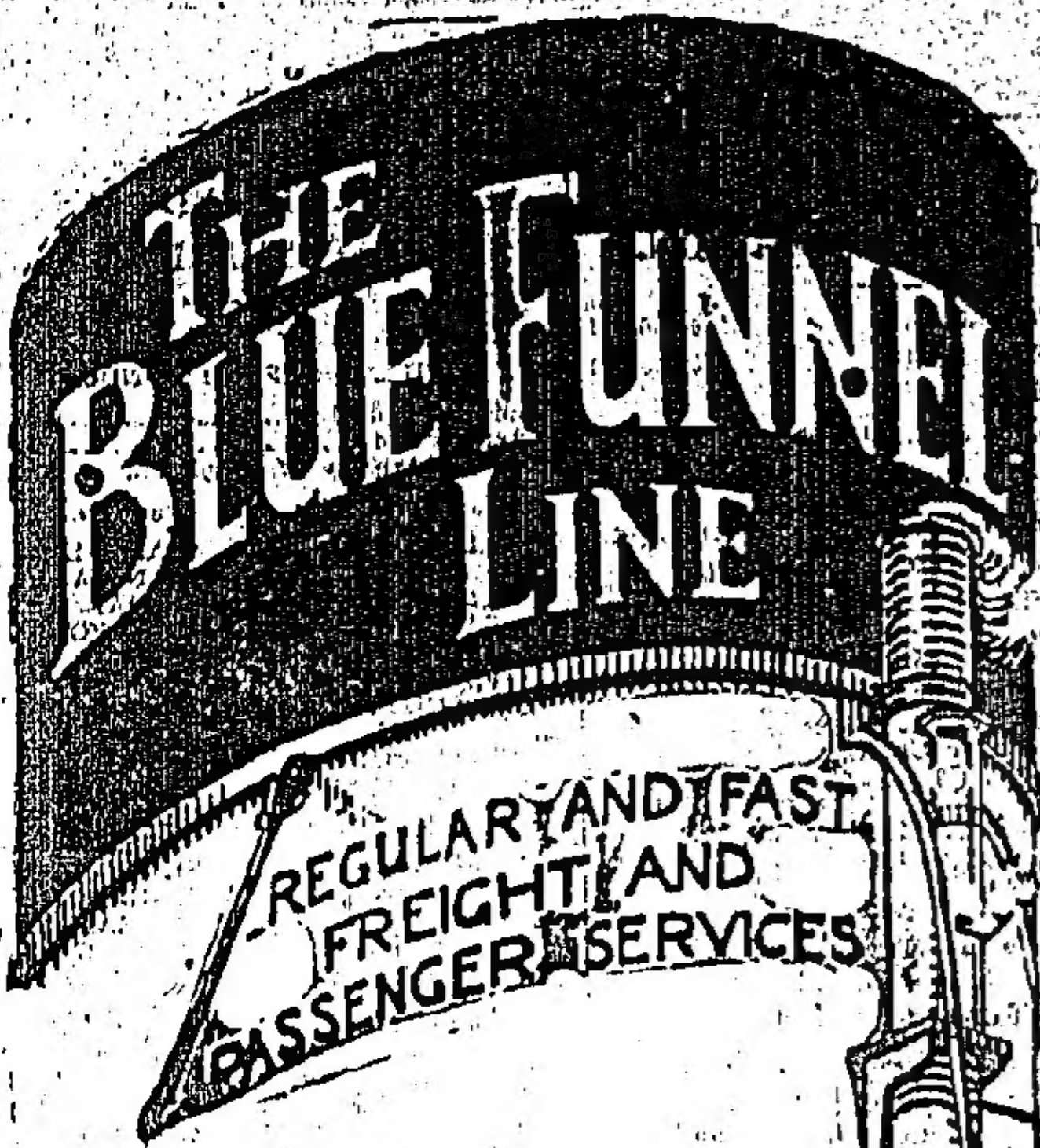
10

WE'VE BEEN WAITING
OVER AN HOUR - I WISH
HE'D HURRY - YOU SHOULDN'T
HAVE TAKEN SUCH A
BIG ORDER

I CAN'T WAIT
MUCH LONGER-I'M
ALMOST
STARVED.

ROAZ
BIFE
344
200
93
CHE
PIE
54

AN-
HERE HE
COMES



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EMPRESS OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPRESS OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPRESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPRESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
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BANGKOK	Changsang	Wed. 20th	Oct at noon.
CANTON	Kwongsang	Thurs. 21st	Oct at 6 a.m.
TIENSIN	Chipsing	Thurs. 21st	Oct at noon.
SHANGHAI via Ningpo	Yatsing	Thurs. 21st	Oct at noon.
TSINGTAU via S'hai	Suisang	Thurs. 21st	Oct at 4 p.m.
OSAKA via Moji & Kobe	Kutsang	Wed. 27th	Oct at 7 a.m.
STRAITS & Calcutta	Hoesang	Wed. 27th	Oct at 3 p.m.
TSINGTAU via S'hai	Waishang	Fri. 29th	Oct at 6 a.m.
SANDAKAN	Hinsang	Satur. 30th	Oct at 2 p.m.
TIENSIN	Cheongsing	Tues. 2nd	Nov. at noon.
KOBE via Moji	Fooksang	Thurs. 4th	Nov. at 7 a.m.
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General Agents.
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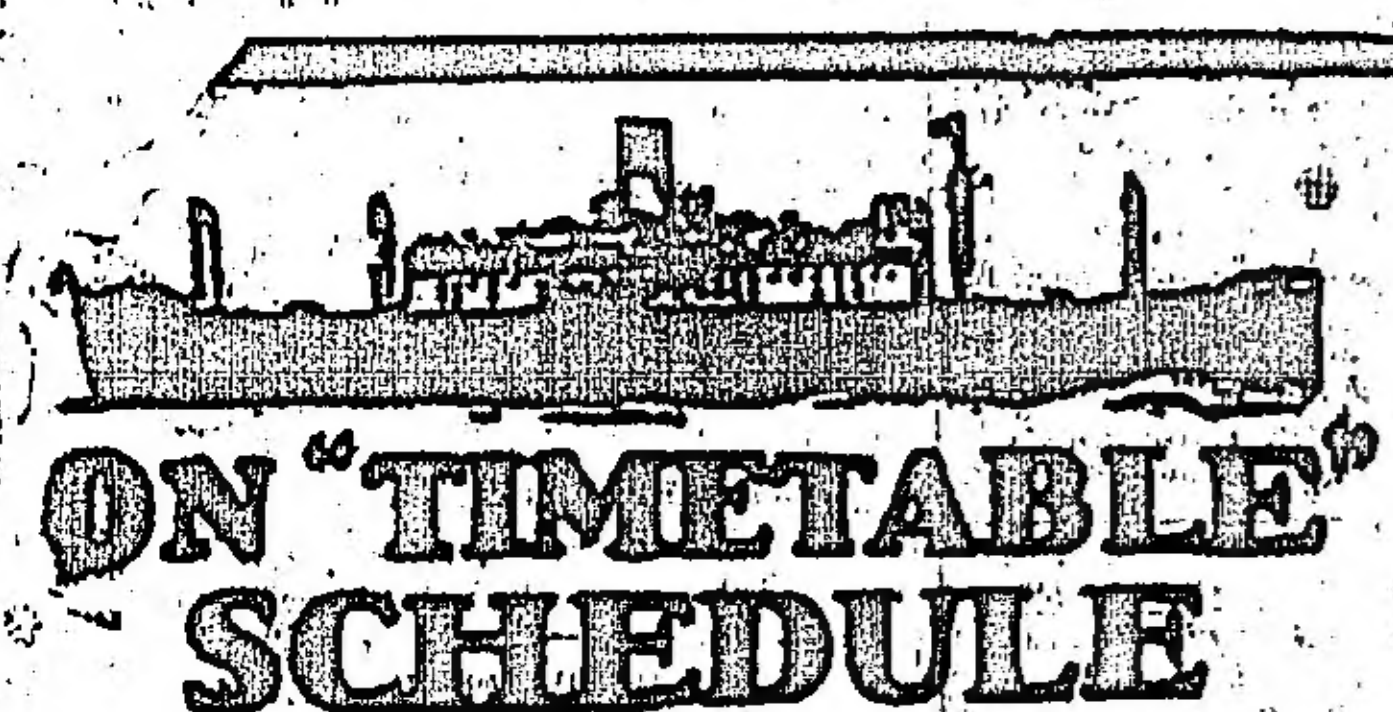
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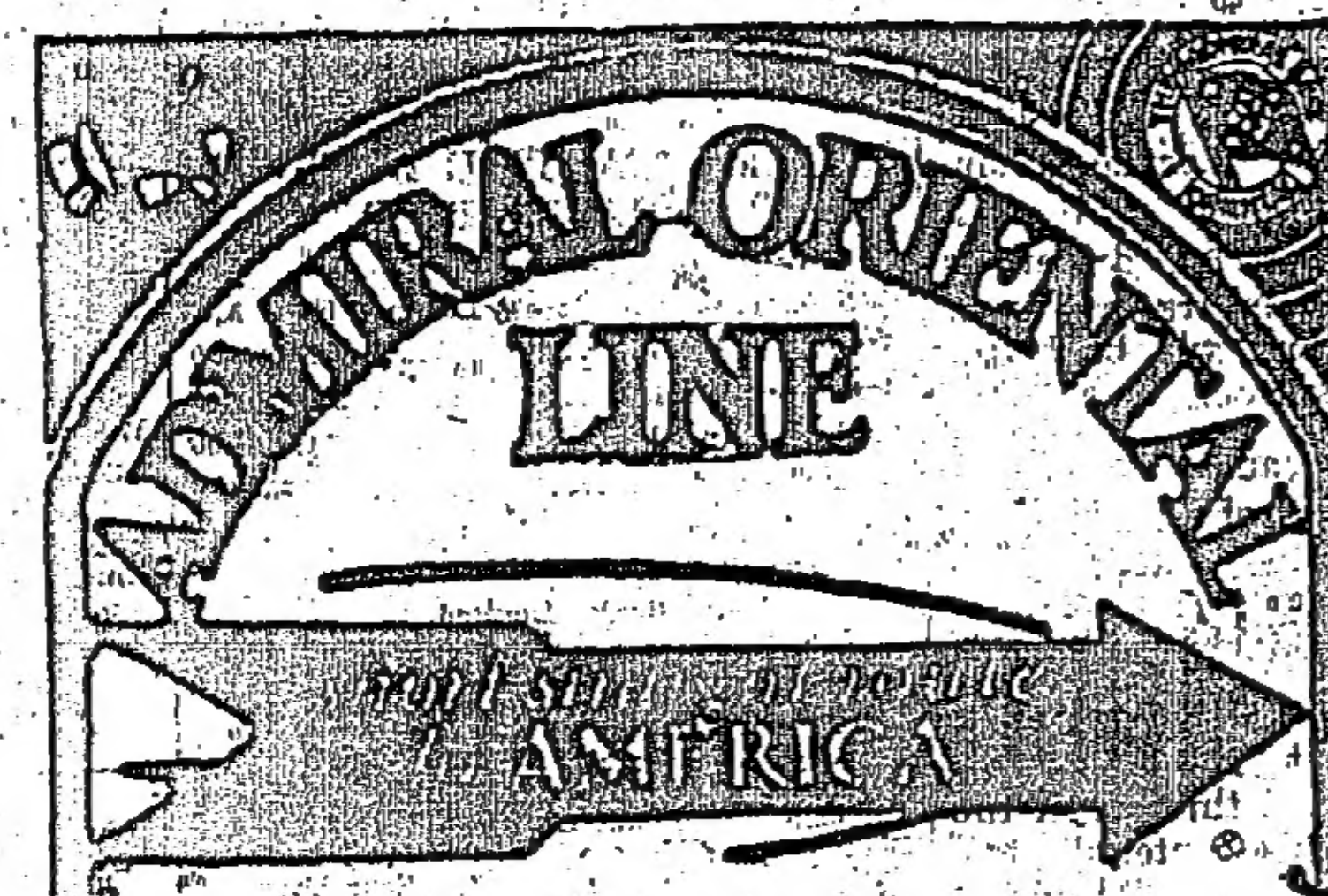
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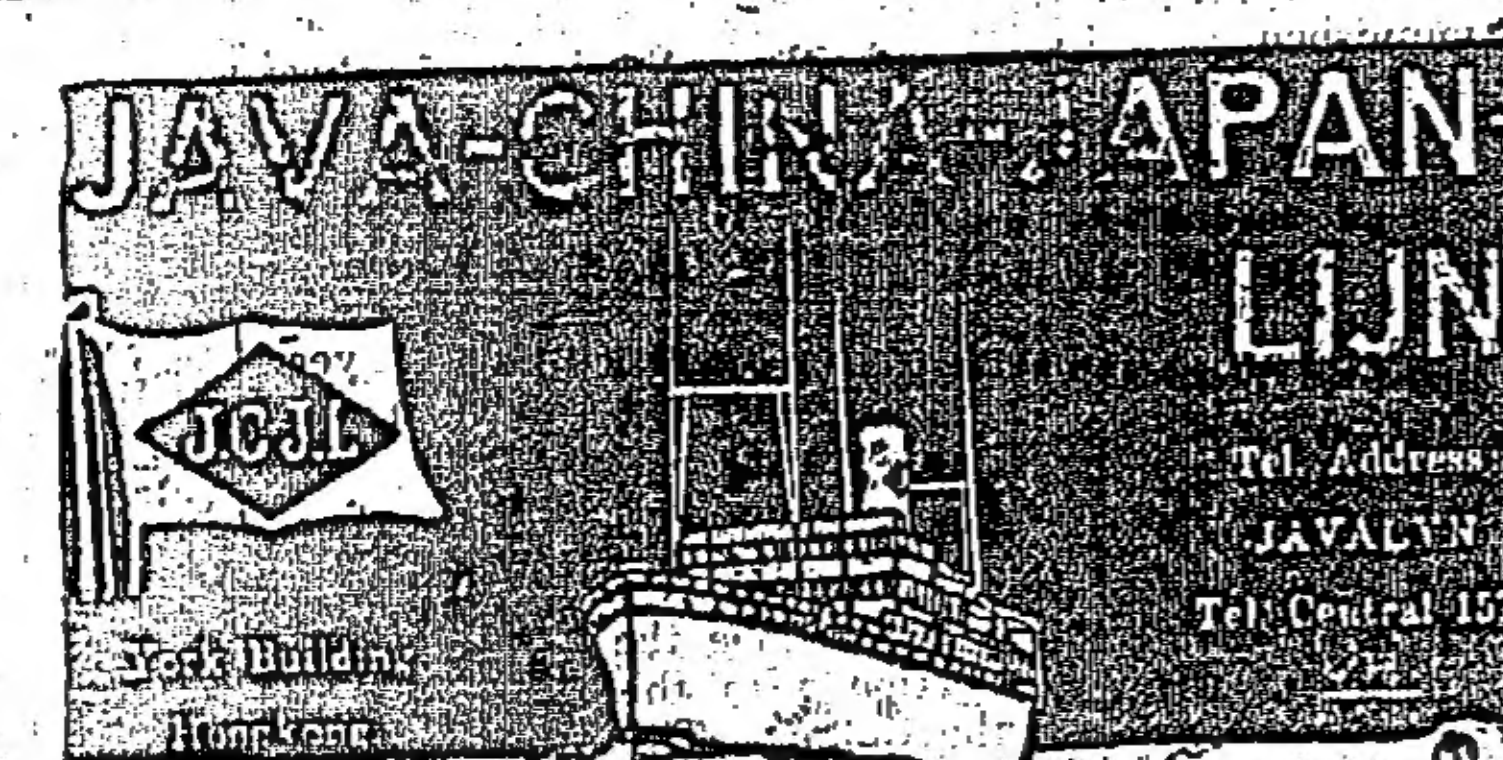
FOR MANILA

S.S. "PRESIDENT JEFFERSON" Oct. 23rd, 5.00 p.m.
 S.S. "PRESIDENT GRANT" Nov. 4th, 5.00 p.m.
 S.S. "PRESIDENT MADISON" Nov. 24th, 5.00 p.m.

EVERY 12 DAYS THEREAFTER

ADMIRAL ORIENTAL LINE

Telephone Central 2-77, 2-78 and 795. No. 4 Des Voeux Road.
 Hongkong and Shanghai Bank Building, Floor Ground



REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	To
Tjikarang	Batavia	17th Oct.	19th Oct.	Shanghai
Tjikembang	Shanghai	18th Oct.	21st Oct.	Batavia
Tjikaroen	Java	26th Oct.	28th Oct.	S'hai, N. China
Tjikanoek	N. China	28th Oct.	29th Oct.	Macassar
Tjikaroca	Batavia	31st Oct.	2nd Nov.	Shanghai
Tjikarang	Shanghai	1st Nov.	4th Nov.	Batavia
Tjikaboet	Java	9th Nov.	11th Nov.	S'hai N. China
Tjikalak	N. China	10th Nov.	12th Nov.	Batavia
Tjikaroca	Shanghai	15th Nov.	18th Nov.	Batavia
Tjikaroen	N. China	24th Nov.	26th Nov.	Macassar & Java

† Via Macassar

* Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDING.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

THE YANCOO DOCKYARD & ENGINEERING COMPANY
 OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 780 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TELEPHONE NO. 212. BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

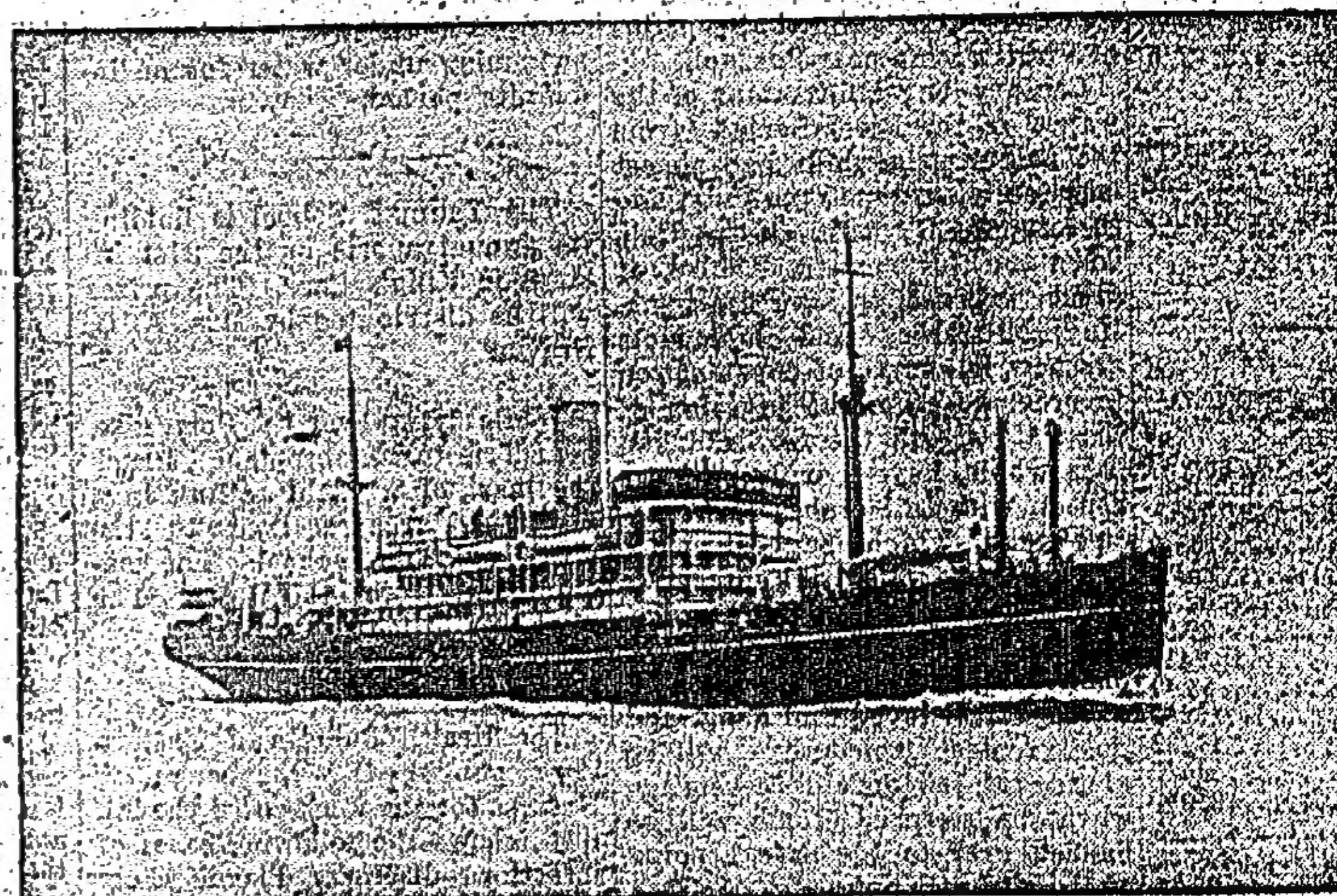
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Cod. Used: A.L.A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and

Brass Founders, Forge Masters, Electricians.



S. S. "TAIPING"

Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. for Australian-Hongkong Service.

Please address enquiries to the Chief Manager—

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
MOREA	10,918	16 Oct. noon	Marseilles & London
NYANZA	7,023	27th Oct.	S'pore, P'ang C'bo & B'bay
KHYBER	9,114	30th Oct.	M'los, L'don & A'worp
ALIPORE	5,273	13th Nov.	S'pore P'ang C'bo & B'bay
MANTUA	10,932	13th Nov.	Marseilles & London
DEVANHA	8,155	25th Nov.	S'pore, P'ang C'bo & B'bay
KARMALA	9,128	27th Nov.	M'los, London Antwerp
NELLORE	6,832	9th Dec.	S'pore P'ang C'bo & B'bay
MAEDONIA	11,089	11th Dec.	Marseilles & London
DELTA	8,097	23rd Dec.	S'pore Penang & Kobe
KHIVA	9,135	25th Dec.	M'los L'don & Antwerp
MIRZAPORE	6,718	3rd Jan.	M'los L'don H'burg & Rotterdam
NYANZA	7,023	6th Jan.	S'pore P'ang C'bo & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M'los, L'don & A'worp
MOREA	10,918	5th Feb.	Marseilles & London
KASHGAR	9,005	19th Feb.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail "E. S. Co."

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	19 Oct. 2.30 p.m.	S'pore, Penang & Calcutta
TAKADA	6,949	6th Nov.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th Oct.	Manila, Sandakan, Thurs.
*TANDA	6,956	2nd Dec.	Island, Townsville, B'bane,
ST. ALBANS	4,500	31st Dec.	Sydney and Melbourne.

*Calls at Kolambagan.
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambagan, Taiwan, Timor, Darwin, or other ports en route as indicated on the following:
Frequent connections from Australia with the following:
The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKADA	6,949	17 Oct. 6 a.m.	Amoy, S'hai, Moji, Kobe & Osaka
TAKLINA	7,936	22nd Oct.	Kobe
MIRZAPORE	6,715	29th Oct.	Shanghai, Moji & Kobe
KARMALA	9,128	29th Oct.	Shanghai, Moji & Kobe
DEVANHA	8,155	30th Oct.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.



SERVICES CONTRACTUELS.

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g. and Sailing for S'hai & Japan	Prob. Sailing from H'koag. for M'los.
ANGKOR			28th Oct.
PORTHOS			9th Nov.
CHAMBORD		26th Oct.	23rd Nov.
PAUL LEGAT		10th Nov.	7th Dec.
G. METZINGER	22nd Oct.	24th Nov.	21st Dec.

RATES OF PASSAGE MONEY, TO MARSEILLES.
(including Table Wine and free Doctors' attendance)
A Class 1st Class \$99.0.0 B Class 1st Class \$85.0.0
Steamers 2nd Class \$70.0.0 Steamers 2nd Class \$61.0.0
Through Tickets to London and Loading Towns of Europe
Accommodation reserved in the trains at Marseilles.
LIGNES COMMERCIALES (CARGO-BEATS)
S.S. Lt. St. Loubert-Bio from Dunkirk, L'don, Havre is due to arrive about 22nd October.
For full particulars apply to
Messageries Maritimes Co.
3, Queen's Building.
Phone: Central 740

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

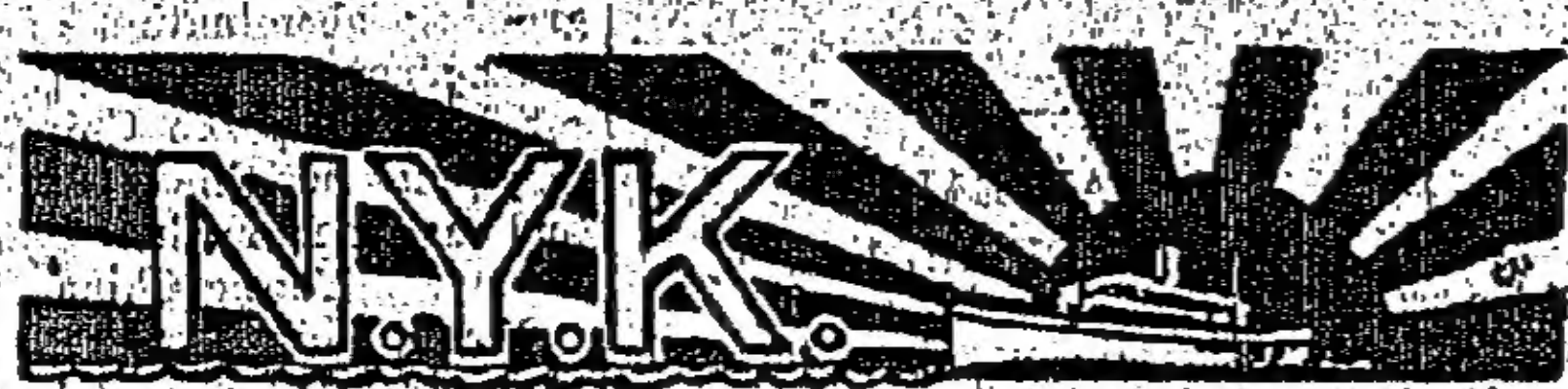
Arrivals From Europe.

S.S. SIMALOE	18th October.
S.S. OLDEKERK	16th November.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. OUDERKERK	30th October.
S.S. SIMALOE	26th November.
S.S. OLDEKERK	25th December.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to
JAVA-CHINA-JAPAN LIJN,
Tel. Central No. 1574. Agents, York Building



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
TENYO MARU (Call Keelung)	Monday, 18th Oct.
KOREA MARU	Tuesday, 2nd Nov.
SHINYO MARU	Tuesday, 16th Nov.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico & Panama

ANYO MARU	Friday, 26th Nov. at noon.
BOKUYO MARU	Friday, 17th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore & Port.

HARUNA MARU	Saturday, 23rd Oct.
KAMO MARU	Saturday, 6th Nov.

SYDNEY & MELBOURNE via Manila & Port.

AKI MARU	Wednesday, 20th Oct.
MISHIMA MARU	Wednesday, 24th Nov.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU	Friday, 29th Oct.
TSUYAMA MARU	Thursday, 11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

TOTTORI MARU	Friday, 29th Oct.
AWA MARU	Thursday, 11th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU	Monday, 18th Oct.
MORIOKA MARU	Sunday, 31st Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU	Saturday, 16th Oct.
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SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU (Moji direct)	Monday, 18th Oct.
ATSUTA MARU	Tuesday, 19th Oct.
MITO MARU	Friday, 22nd Oct.
TOKUSHIMA MARU (Moji direct)	Saturday, 23rd Oct.

For further information apply to:— NIPPON YUSEN KAISHA.
Tel. Central Nos. 232, (private exchanges to all Depts.)

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BARODA" From H'kong via Suez Canal 5th Nov.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "FORREBANK" From H'kong via Suez Canal 2nd half Nov.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

For Havre, London, Rotterdam & Hamburg From Hongkong.
S.S. "CITY OF WELLINGTON" ... 24th October.
For Marseilles, London, & Havre From Hongkong.
S.S. "CITY OF PEKIN" ... 12th November.

Fares to London "A" 1st Class \$88. 2nd Class \$60.

"B" 1st Class \$80. 2nd Class \$55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "YUENSANG" From Hongkong 20th October.
Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beria, Oullimaine, Ibo, Port Amelia, Mozambique, Chinde, Imhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or S.S. "City of Sparta" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.
For freight or passage on any of the above lines, apply to:—

THE BANK LINE LTD.

Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "TEUCER" ... via Suez Canal 22nd Oct.
S.S. "CITY OF BARODA" ... via Suez Canal 5th Nov.
S.S. "NINGCHOW" ... via Suez Canal 19th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

SPECIAL CANTON SAILINGS.

FATSHAN Leaves Hongkong Sunday 17th October 8 a.m.
LUNGSHAN Leaves Hongkong Monday 18th October 8 a.m.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSION.

On Sunday 17th October s.s. "TAISHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

PASSENGERS & SHIPPERS.

by the Hongkong, Canton & Macao Steamboat Co., Ltd. are notified that until further notice, the steamer "LUNGSHAN" will berth at the Company's wharf in Canton.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.
S.S. "KENDAL CASTLE" Sails on or about 19th October.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class \$72. 10. 0d. "B" Class \$66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
M.V. "ESQUILINO" Sails on or about 11th November.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
M.V. "VIMINALE" Sails on or about 30th October.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS THENCE ON OR ABOUT
CHANGTE	9th November	16th October
TAIPING	10th December	17th November
CHANGTE	6th January	17th December
TAIPING		14th January

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENBEG	28th October.	GLENGARRY	20th October
GLENTARA	16th November.	L'don, R'dam & H'burg via Oran.	
CARNARVONSHIRE	27th Nov.	CARMARTHENSHIRE	30th Nov
		L'don, R'dam & H'burg via Oran.	
		GLENTARA	29th December
		L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.
For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.
Telephone: Central No. 215, sub-ex. 23 and 3696.

CONSIGNEE NOTICES.

OCEAN STEAM SHIP CO., LTD.

And

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"ANTENOR"

From UNITED KINGDOM

via SINGAPORE.

are hereby notified that the cargo will be discharged into the Wharf at Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at H'lo's Wharf. The Cargo will be ready for delivery from Godown on and after 18th October.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the cargo extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 30th October, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong October 13, 1926.

CHINESE OPTICAL CO.

Refractiong

and

Manufacturing

Crookes Glasse

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

87, Queen's Road, Central.

METALS

of all kinds especially for

ship-building and engineering

work. Complete stock.

Best Terms. Immediate

delivery.

SINGON & CO.

[ESTABLISHED A.D. 1880]

HING LUNG ST.

Phone Central516.

T. NAKAO

Japanese Shoe Export.

TORTOISE SHELL BOXES

AND CASES A SPECIALITY

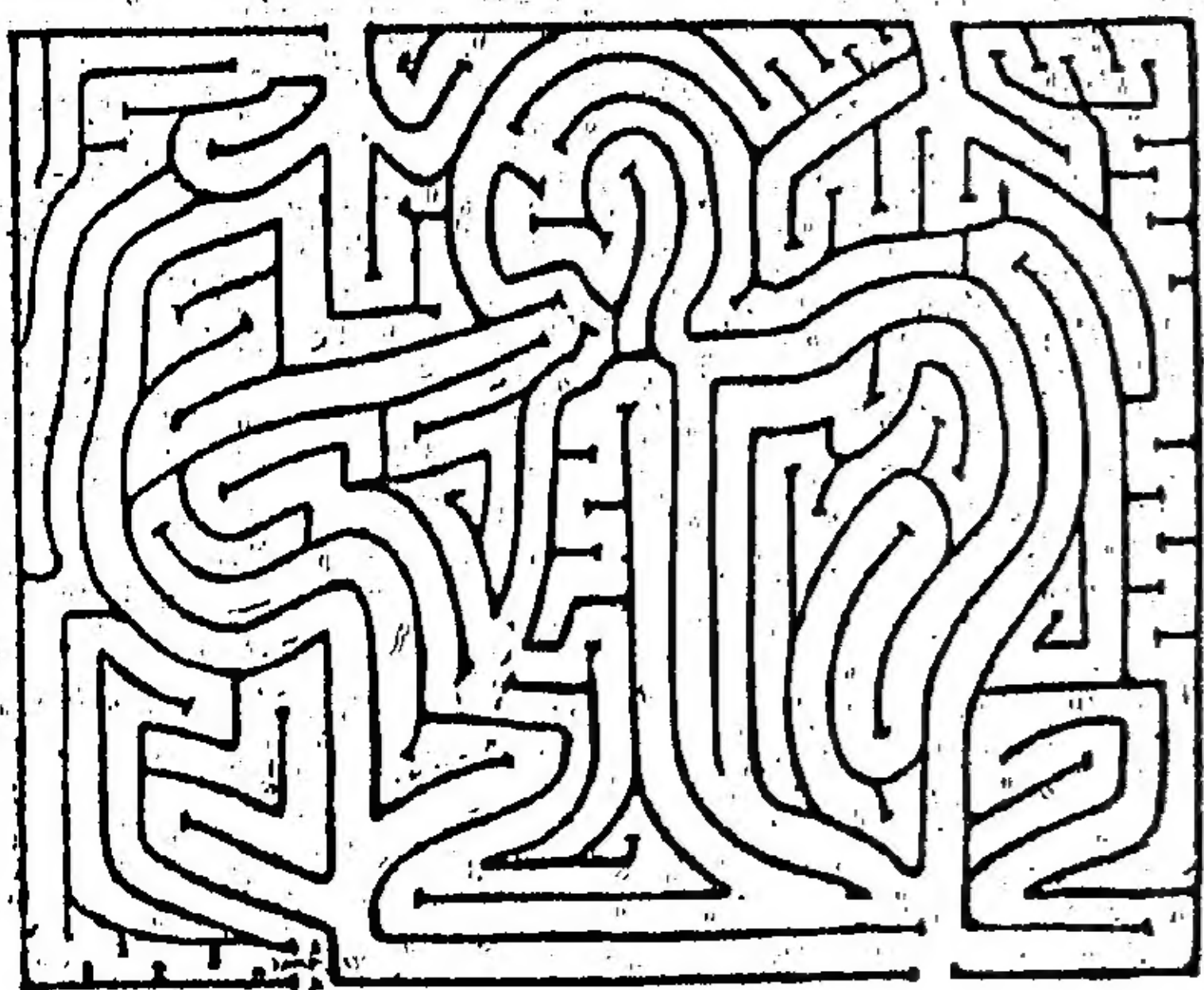
Astor House Hotel Building,

Queen's Road Central,

MRS. MOTONO

THE MYSTIC MAZE

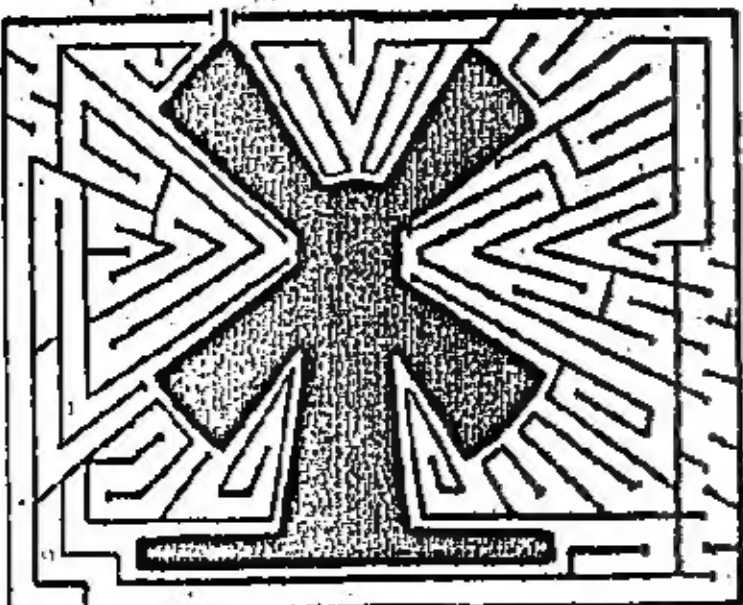
By WALTER B. GIBSON



Today's mystic maze hides a well-known object that is seen in many households and business offices. You can find it by tracing your way in and out of the mystic maze.

There are four entrances to today's maze. Start at one of them and try to trace your course among the curving lines. If you choose the proper entrance, the way will open ahead as you go along, and you will be able to come back to the starting point without retracing any lines or crossing any barriers.

You will then have the outline of the hidden picture. Fill in the outline and you will form a silhouette that will stand out clearly in the maze.



Last Saturday's Picture—The Windmill.
Copyright by the Public Ledger.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
KALKEE HOTEL: MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS. LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373. Telegraphic Address "Victoria."

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

This First Class Residential and Tourist Hotel provides the acme of comfort and service for its Guests.
Six Stories of up to date elegantly furnished airy rooms with latest sanitary appliances.

Excellent cuisine under supervision of experienced Chef.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephones to each floor.

Rates for Families greatly reduced.

RATES:—Single—Monthly from \$120, Weekly from \$30 and Daily from \$5.

Double—Monthly from \$230, Weekly from \$55 and Daily from \$9.

Under new and progressive management.

Tels: K.603 and K.609. Telegraphic Address:—"KOWLOTEL" Hongkong.

Tel. Address: GLENEALY HOTEL. Telephone C. 980.
"Glenealy" Hongkong. 3 & 4, Glenealy (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated within easy walking distance of all business centres. Large airy rooms. Hot and Cold water. Excellent Cuisine under the personal supervision of the Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS, Proprietress.

EUROPE

Cables:—"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every

Tuesday, Thursday
and Saturday.]

Grill

THE EUROPE HOTEL. LTD.

Arthur E. Odell, Managing-Director.

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

OVERCROWDING.

(Continued from Page 4).

the future to show, but a Singapore city which extends over the greater part of Singapore Island is by no means a remote possibility.

GROWING TOWN.

Meanwhile the Municipality are preparing as best they may for a continually growing town. We have a big electricity undertaking, a water supply scheme devised on generous lines, an extensive programme of road-making, and a promise that the question of overcrowding will be taken in hand seriously when conditions make it feasible. These conditions, according to the President's report, imply the development of new building land, and we trust that the urgency of the matter will not be lost sight of.

Together with the question of building sites farther away from the centre of the city goes the question of transport, but this has to a large extent been solved. The trolley buses are convenient, and even luxurious, vehicles, and the service, we are assured, is to be extended as rapidly as possible; while in addition the fearsome but apparently necessary motor buses will, presumably always be with us. We have cheap transport, but the cheap houses for the people in the overcrowded areas to go to are still to come.

It is perhaps too late to hope that Singapore will ever be made the picturesque city by the sea that it might have been. Save for a small portion in the centre of the town, we have lost our sea frontage, which is given over to private residences or the drab activities of industry. But as far as may be possible with things as they are we hope the Commissioners will always consider how the amenities of the place may be improved. The making of the old fort site at Katong into a public park is one necessary step in this direction which has been mentioned.

RUBBER SHARES.

LATEST DIVIDENDS.

Messrs. Carroll Bros. have been advised of the following dividends declared on Straits rubber shares:
Ayer Panas.—2nd interim of 10% making 20% to date.
Bukit Jelutong.—final of 9% making 14% for the year.
Bukit Kepong.—2nd interim of 10% making 20% to date.
Collinsburgh.—16% final making 25% for the year.
Mandai Tekong.—10% for the year.
Mentakabs.—2nd interim of 10% making 20% to date.
Kuala Sidima.—2nd interim of 15% making 30% to date.

MANILA MOTOR SMASH.

SIX PEOPLE INJURED.

Mr. George E. Weber, general manager of the Compania General de Tabacos de Filipinas, his wife Eugenia Duran de Weber, his daughter Lulu, and Mr. Ricardo Descals, were seriously injured on Monday last when thrown out of an automobile which overturned after being ditched near the barrio of Pungo, Calumpit.

Mr. Federico Perez and his wife, two other occupants of the automobile, escaped with slight injuries. Mr. Weber and Mr. Descals are confined in their homes, their injuries not being considered serious. Mrs. Weber and her daughter Lulu were taken to San Juan de Dios Hospital. The party was making a trip from Tarlac to Angeles being made by train. At Angeles, the party left the train and started for Manila in Mr. Weber's automobile. Near the barrio of Pungo, the automobile skidded into a ditch and overturned three times, hurling all of the occupants out. The chauffeur stated that a burst tyre caused the accident.

Speaking at Bishop's Stortford Col. Ashley, Minister of Transport, said the Road Fund was flourishing, and this year it was hoped to spend more than ever before on road improvements.

TO-DAY

Dollar on demand 1/10 15/16
Lighting-up 5.58 p.m.

HONGKONG & CANTON.

H.E.'S APPEAL FOR FRIENDSHIP.

His Excellency the Governor prefaced his Budget speech yesterday with a restatement of the positions of Hongkong and Canton. He made an appeal for peace and friendly co-operation, the sincere tone of which must be evident to all.

His Excellency explained that the offer of a loan to Canton was not an attempt to buy off the boycott, but a gesture of friendly assistance to Kwangtung.

His Excellency quoted from the Chinese classic drawing lessons for Young China and warning them against the disasters attendant upon continuous internal strife. The speech was as follows:

Gentlemen.—Before the Colonial Secretary moves the first reading of next year's Supply Bill, it is proper to state that the circumstances under which the budget was drafted differ considerably from those in which it is introduced. The budget was drafted at a time when this Colony was for no fault of its own subject to an anti-British boycott, instigated by Bolshevik intrigue and conducted in open defiance—I will not say of treaties—but of the most elementary principles upon which civilized society is based, and as a kind of guerrilla warfare. But on the auspicious "Double Tenth," five days ago, the Canton Government declared this boycott to be at an end, and all armed strike pickets were withdrawn from the frontiers of this Colony and from Canton. The information at present in my possession would not justify a statement that anti-British manifestations in Kwangtung have ceased, and the position at Swatow appears to be less satisfactory than at Canton. But it is certain that a very definite step has been taken by the Canton Government to curb the lawless activities of strike pickets, and we may reasonably hope that a determined effort will now be made by the Cantonese authorities to re-establish law and order in the territory which they control and to stamp out piracy and brigandage.

The Colony's Desire.

I think I may safely say that this Colony's most ardent desire is to see law and order re-established, if possible in China as a whole, but at least in the Liang Kuang provinces. There has, since the downfall of the Manchu Empire, been enough, and more than enough, bloodshed in these two provinces. Civil war has raged almost incessantly throughout their length and breadth. Pirates have infested the coast, the delta and the principal inland waterways. Brigands have been a constant danger to the highroads, the villages and even to large cities. Trade and travel have become hazardous. Life itself is nowhere safe. From all these horrors, the Colony of Hongkong was a secure haven of refuge and it, therefore, prospered exceedingly. But prosperity due to such cause cannot last. True and enduring prosperity for this Colony can only be founded upon flourishing trade with the Liang Kuang provinces. Trade cannot flourish in those provinces unless law and order are maintained; and the maintenance of law and order postulates the existence of a strong and stable government. Therefore, above all else, the Colony of Hongkong desires to see in Kwangtung and Kwangai a strong, stable and enlightened Government. Of such a Government we should gladly be close friends and staunch supporters. (Applause).

Curse of Bolshevism.

Another matter which is near our hearts is to see the curse of Bolshevism removed from China. The ideas permeating Bolshevism are wholly alien to the Chinese mind: and a moment's thought should suffice to convince the Cantonese authorities that in the development of the Liang Kuang provinces by the peaceful and orderly processes of trade and commerce Great Britain and the British Colony of Hongkong can give more effective and lasting assistance than can the Russian Soviet. We uphold ideals which are dear to the Chinese mind,—peace, good government, commercial enterprise, learning and literature, loyalty to the honoured traditions of the past and orderly advances towards all that the future promises. But the Bolshevik record is at present a blood-stained page of revolution, terrorism, anarchy and intense internecine war. The civilized mind recoils with horror from its contemplation; and throughout China, I am thankful to say, there is now a

growing abomination of all that Bolshevism means. It is our earnest hope that the Chinese people may pluck out this evil by the roots and cast it from their country.

Young China.

Young China nowadays is prone to neglect the classic lore of Ancient China. Nevertheless the rival War Lords would do well to remember the words of Sun Tzu, a writer on war in the 5th century B. C., that "there is no instance of a country having benefited from prolonged warfare." Mencius, at a time when China was as now divided into many warring satrapies, is still more emphatic. He said:—"There are men who say—I am skilled in warfare, I am skilled in battle. They are great criminals. Those who are skilled in battle should suffer exemplary punishment." The old philosopher Lao Tzu wrote:—"Where the soldiers march, there the thorn-brake grows. In the rear of the great army comes inevitably the year of famine." And there is a grim play on words at the present time in the verse of Tso Ts'ung, poet of the T'ang dynasty:—"The bleaching bones of a myriad men make the fame of a single general."

Loan Offer.

Therefore, when lip-service is no longer paid to Bolshevik tenets by any dominant section of the Cantonese, when anti-British manifestations cease, when civil war no longer rages, and so soon as ever stable and peaceful conditions are restored in Kwangtung, we in Hongkong will be the first to pledge its Government our full support in all that makes for the beneficial development of the province. Our offer of an industrial loan in last July was not meant in any way as an attempt to buy off the anti-British boycott. The loan had, of course, to be conditional upon the cessation of the boycott, because plainly British money could not be ventured in a province which, however superficially and artificially, treated Great Britain as an "enemy." But our real object was to assist in the development of Kwangtung, because in our opinion the harbours of Hongkong and of Canton are not rivals, but are complementary to each other, and because the construction of harbour works at Canton and of a loop line railway round Canton connecting the Kowloon-Canton with the Canton-Hankow railway cannot fail to improve trade conditions at Canton and consequently also in Hongkong. "We are still ready and willing to co-operate in any industrial schemes mutually advantageous to the province and the Colony."

Appeal for Friendship.

I crave the indulgence of the Council if in my last words I speak less impersonally than hitherto. I am surrounded at this table by Councillors whose lives have been spent in China and mostly among the Cantonese. I too began my official life in China and have learned to know the Cantonese better than the natives of the other provinces. I have lived in Canton, both in the walled city (as it used to be) and as a householder in the Western Suburb. I have travelled much in Kwangtung and Kwangai; and from long experience I am imbued with a very sincere affection and esteem for the Cantonese people. So are also, as I well know, my colleagues in this Council. Is it, then, too much to ask that the Canton Government and the inhabitants of Kwangtung should be like that we in Hongkong are sincerely anxious to resume with them normal and traditional relations of amity, to let bygones be bygones, to forget the unprofitable past and to reach forward to a happier future? The old order in China is changing and the times are sadly out of joint. But we, no less than our friends at Canton, are animated by an earnest desire to see throughout China good government instead of chaos, peace instead of civil war, prosperity instead of havoc, commercial security instead of piracy and brigandage. We are very close neighbours of Canton. We wish also to be very close friends.

PICKETS LEAVE SWATOW.

UNIONS REFUSE TO HANDLE BRITISH CARGO.

Peking, Oct. 15.
Foreign messages from Swatow state that 200 Cantonese pickets left there on a Japanese steamer. The only pickets remaining being Swatow men. The labour unions there are still refusing to load and unload British steamers but domestics and office employees are returning to work.—Reuter.

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